C9700-3 11/1/82

THE WEEKLY OF BUSINESS AVIATION

DAVE COLLOGAN/EDITOR
MONICA MOORE/EDITORIAL ASSISTANT
1156 15th STREET, N.W./WASHINGTON, D.C. 20005
PHONE: (202) 822-4600/TELEX: 89-2447

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EMERGENCY AD REQUIRES R-22 MODS BEFORE FURTHER FLIGHT

Federal Aviation Administration last Thursday ordered modifications to the main rotor low rpm warning systems on Robinson R-22 helicopters before further flight, but stopped well short of a National Transportation Safety Board recommendation that the FAA suspend the airworthiness certificate of the R-22.

NTSB issued two urgent recommendations to FAA last Wednesday as a result of its investigation of three fatal R-22 accidents that caused four fatalities within the past month. In two of the accidents, on Sept. 25 in Nashville, Tenn. and on Sept. 30 near Paige, Tex., NTSB said its investigation revealed the crash occurred after the main rotor blade hit the tailcone of the helicopter.

In an Oct. 7 accident in Orange County, Calif., the board said "the main rotor mast was severed due to excessive pounding of the teetering main rotor system on its stops." While noting that its investigations are continuing, NTSB said that in all three cases "there is no evidence to indicate that any unusual condition or damage existed before the initiation of the accident sequence. A common factor in these three accidents appears to be the loss of main rotor rpm during flight."

NTSB recommended that FAA suspend the R-22's airworthiness certificate until: the main rotor system stability/stall characteristics and the main rotor rpm decay rates are determined to provide adequate margins of safety and to be compatible with normal pilot reaction times; and, the R-22 main rotor system is determined to be in compliance with the requirements of Part 27.661 of the Federal Aviation Regulations. NTSB also said FAA should conduct a study to verify that adequate engine torque is available to the main rotor system to recover rpm should a rapid decay of rpm occur during flight.

FAA's AD requires operators to raise the actuation setting for the low rpm warning horn and light. If a helicopter is not equipped with a low rpm warning light, one must be installed. An FAA official in the agency's Hawthorne, Calif. field office said the required modifications will take approximately four man hours to complete in a "worst case" situation where the helicopter is not equipped with a low rotor rpm warning light. The warning light has been available as an option and was installed on all aircraft beginning with S/N 251. There are approximately 300 R-22 helicopters in service.

TOP LEAR FAN EXECUTIVES OUSTED IN MANAGEMENT SHAKEUP

The top management team that has run Lear Fan Ltd. for the past several years has been fired by representatives of a group of investors that acquired control of the Reno, Nev. manufacturer several years ago. The company is now owned by Lear Fan Holdings, Inc., a Delaware-based holding company. Chairman and chief executive of both firms is Robert Burch, an independent oil operator and banker who headed a group of investors that acquired control by putting up some $80 million in financing necessary to complete certification of the Lear Fan 2100 aircraft and put it into production.

The company had been run by a four-man executive committee since former Lear Fan managing director and chief executive officer Linden Blue left in April to become president of Beech Aircraft Corp. *(BA, April 26/129).* Clarence Thiesen, a director and member of that committee, resigned several months ago. The other members, Ray Whitfield, a director, Sam Auld, director of administration and vice chairman of the board, and William Surbey, director of operations, were all asked to resign from their respective posi-

(Continued on the following page)

PUBLISHED BY THE BUSINESS PUBLICATIONS DIVISION OF ZIFF-DAVIS PUBLISHING CO. SUBSCRIPTIONS: ONE YEAR $190. SIX MONTHS $115.

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AIRPORT AND AIRWAY TRUST FUND

Status as of August 31

	Current Month	Fiscal Year to Date
I. BALANCE - BEGINNING OF PERIOD	$4,334,527,882.57	$4,718,831,357.71
II. RECEIPTS:		
A. Excise Taxes (Transferred from General Fund):		
1. Any liquid fuel other than gasoline	-0-	-0-
2. Tires used on aircraft	-0-	-0-
3. Tubes used on aircraft	-0-	-0-
4. Gasoline:		
a. Commercial 4 cents tax	-0-	-0-
b. Non-commercial 4 cents tax	-0-	-0-
c. Nou-commercial 3 cents tax	-0-	-0-
5. Transportation by air, seats, berths, etc.	-0-	-0-
6. Use of international travel facilities	-0-	-0-
7. Transportation of property and cargo	-0-	-0-
8. Use of civil aircraft	-0-	-0-
Total Tax Receipts	-0-	-0-
B. Less Reimbursement to General Fund-Refund of Taxes and Estimated Tax Credits:		
1. Commercial avaiation gasoline	-0-	-0-
2. Non-commercial gasoline	-0-	-0-
3. Civil aircraft	44,548.00	809,640.00
4. Any liquid fuel other than gasoline	33.00	193,766.00
5. Gasoline - Retailer's tax	93.00	3,627.00
6. Airline Ticket Refund	663.00	663.00
7. Gasoline - Manafacturers Tax	-0-	705.00
Total Reimbursement for Tax Refunds	45,337.00	1,008,401.00
Net Tax Receipts	(45,337.00)	(1,008,401.00)
C. Federal Payments	-0-	-0-
D. Transfers from the General Fund	-0-	-0-
E. Interest on Investments	6,161,024.23	537,115,458.10
Net Receipts	6,115,687.23	536,107,057.10
III. EXPENDITURES:		
A. Federal Aviation Administration:		
1. Operations	249,999,343.45	602,642,253.02
2. Grants-in-Aid for Airports	39,100,201.77	293,044,722.00
3. Facilities and Equipment	25,331,193.42	272,089,765.85
4. Research, Engineering and Development	6,687,116.82	67,578,360.60
B. Aviation Advisory Commission-Salaries & Expenses	-0-	-0-
C. Interest on Refunds of Taxes	5,919.00	63,518.00
Total Expenditures	321,123,774.46	1,235,418,619.47
IV. BALANCE-END OF PERIOD	4,019,519,795.34	4,019,519,795.34

STATEMENT OF FINANCIAL CONDITION

ASSETS:		
Undisbursed Balances:		
Airport and Airway Trust Fund (20X8103)	$ 611.83	
Operations	7,746.98	
Grants-in-Aid for Airports	1,155,414.71	
Facilities and Equipment	10,426,403.24	
Research, Engineering and Development	1,919,618.58	
Aviation Advisory Commission-Salaries and Expenses	-0-	$ 13,499,795.34
INVESTMENTS:		
U.S. TREASURY CERTIFICATES OF INDEBTEDNESS:		
12-3/8% maturing June 30, 1983	4,003,510,000.00	
12-7/8% maturing June 30, 1983	2,500,000.00	4,006,010,000.00
Total Assets		4,019,519,795.34
LIABILITIES:		-0-
EQUITY:		
Excess Assets over Liabilities		$4,019,519,795.34
Total Liabilities and Equity		4,019,519,795.34

Bureau of Government Financial
Operations
Division of Financial Management
Trust & Revolving Funds Branch
Date:

Department of Treasury Chart

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FAA WITHDRAWS PILOT FLIGHT/DUTY TIME PROPOSAL

Federal Aviation Administration last week withdrew its proposal to increase pilot flight and duty time limits "due to the numerous and varied comments" the agency received. Announcement of the withdrawal of the proposal was made last week by Air Line Pilots Association President John J. O'Donnell at the association's convention in Miami Beach. In what appeared to be a political move, O'Donnell made the announcement of the withdrawal shortly before balloting began in the ALPA elections. Pilots attending the convention applauded the announcement but defeated O'Donnell's bid for reelection on the first ballot *(see related story on page 154).*

In the withdrawal notice signed by Deputy Administrator Michael Fenello, the agency said the notice was withdrawn because "the proposals have become difficult to understand and the agency has received widely varying comments (that) do not deal adequately, or at all, with certain operational aspects affecting pilot fatigue or do not address the widely varying needs of operators." However, FAA said it is not cancelling its efforts to streamline and improve these regulations. "The FAA will continue its rulemaking efforts in this area and is considering a public hearing to receive views, suggestions, and help from all interested persons as part of the agency's review," FAA said.

The withdrawn flight and duty time proposal issued in March *(BA, March 15/82)* would have eliminated current weekly and annual flight time limits and simplified the present 30-year-old regulations which FAA labeled "enormously complicated." New rules would have limited flight time in any 30-day period to 100 hours, prescribed minimum hours of rest in any 24-hour-period and required 24 consecutive hours of rest at least once during any seven consecutive days.

ALTAIR FILES FOR REORGANIZATION, SUSPENDS OPERATIONS

Altair Airlines, a Philadelphia commuter, last week suspended operations after filing for finincial reorganization under Chapter 11. President of Altair, Henry Hill, refused to characterize the airline's suspension as a permanent end to operations, but rather a temporary halt pending restructuring of the carrier's poor financial state. The airline blamed the recession, as well as "lingering conditions" related to the August 1981 PATCO strike, on its downfall.

Hill would not disclose current losses of the privately-held airline, but CAB figures through June showed operating revenues of about $19.5 million, expenses of more than $22 million and losses of more than $2 million from operations. The decision to suspend operations last week was made by Tristram Colket, Altair's principal owner, and the airline's board of directors.

Hill cited three factors in the carrier's fall from being one of the nation's largest commuters: 1980 passenger boardings of 187,502, 23rd among all commuters; a five-month mechanics' strike in 1980; and, a route system once described as a "bowl of speghetti." Altair laid off 50 workers this April and earlier this year instituted a pay freeze that was lifted after a few months. The airline finally tried and failed to raise capital this past spring through an equity offering, and proceeds from the summer sale of six slots at Washington National to People Express for almost $1.8 million was plowed back into the company, but to no avail, Hill said. Altair operated a fleet of DC-9s and Fokker F-28s between Philadelphia and 16 East Coast cities *(see Altair's 1978 route map and its most current map of points on the back of Page 154).*

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY – OCTOBER UNIT SHIPMENTS

		Oct. 82	Cal. Year	Fisc.† Year
BEECH AIRCRAFT CORP.				
• Single-Engine				
BE-C23	Sundowner	2	17	2
BE-A24R	Sierra	0	12	0
BE-F33A	Bonanza	2	21	2
BE-V35B	Bonanza	0	12	0
BE-A36	Bonanza	3	59	3
BE-A36TC	Bonanza	3	53	3
BE-77	Skipper	0	9	0
• Multi-Engine				
BE-B55	Baron	0	13	0
BE-E55	Baron	0	2	0
BE-58	Baron	3	28	3
BE-58P	Baron	4	22	4
BE-58TC	Baron	0	4	0
BE-B60	Duke	0	4	0
BE-76	Duchess	0	15	0
BE-C90	King Air	2	31	2
BE-F90	King Air	1	23	1
BE-C99	Commuter	1	19	1
BE-B100	King Air	1	7	1
BE-200	Super King Air	0	81	0
BE-200	Super King Air C	4	12	4
BE-200T	King Air	0	8	0
TOTAL		26	452	26
Manufacturers net billing - $15,833,447				
BRITISH AEROSPACE				
• Multi-Engine				
HS-125-700	Model A	0	16	0
HS-125-700	Model B	0	5	0
TOTAL		0	21	0
BRITTEN-NORMEN (Bembridge) LTD				
• Multi-Engine				
BN-2	Islander	1	8	1
BN-2T	Islander	0	1	0
Mark III	Trislander	0	4	0
TOTAL		1	13	1
CESSNA AIRCRAFT CO.				
• Single-Engine				
CE-152		8	214	8
CE-A152	Aerobat	2	16	2
CE-172RG	Cutlass	9	98	9
CE-R172	Hawk XP	0	3	0
CE-172	Skyhawk	11	293	11
CE-180	Skywagon	0	1	0
CE-182	Skylane	13	340	13
CE-122	Turbo Skylane	1	37	1
CE-182RG	Skylane RG	2	60	2
CE-182RG	Turbo Skylane RG	3	21	3
CE-185	Skywagon	2	59	2
CE-188	AgHusky	0	32	0
CE-188	AgTruck	1	28	1
CE-U206	Stationair 6	6	104	6
CE-TU206	Turbo Stationair 6	9	71	9
CE-208	Stationair 8	1	21	1
CE-TU208	Turbo Stationair 8	0	10	0
CE-210	Centurion	1	56	1
CE-T210	Turbo Centurion	5	99	5
CE-P210	Pressurized Centurion	2	39	2
• Multi-Engine				
CE-303	Crusader	6	119	6
CE-310		0	1	0
CE-T310		0	0	0
CE-335		0	2	0
CE-340		2	24	2
CE-402		0	23	0
CE-404	Titan	0	22	0
CE-414	Chancellor	1	24	1
CE-421	Golden Eagle	1	17	1
CE-425	Conquest I	3	28	3
CE-441	Conquest II	2	34	2
CE-500	Citation I	0	18	0
CE-550	Citation II	3	78	3
CESSNA/REIMS AVIATION				
• Single-Engine				
CE-F152		6	47	6
CE-F152	Aerobat	0	4	0
CE-F172	Skyhawk	7	62	7
CE-FR172	Hawk XP	0	5	0
CE-F182	Skylane	0	0	0
CE-F182RG	Skylane RG	0	0	0
TOTAL		107	1,910	107
Manufacturers net billing - $21,580,085				

		Oct. 82	Cal. Year	Fisc.† Year
AVIONS-MARCEL DASSAULT				
• Multi-Engine				
AD-My.10	Falcon	0	8	0
AD-My.20	Falcon	0	6	0
AD-My.50	Falcon	7	37	7
TOTAL		7	51	7
EMBRAER				
• Single-Engine				
EMB-200		3	20	3
EMB-201	Ipanema	0	6	0
EMB-710	Carioca (PA-28-235 Dakota)	0	9	0
EMB-711	Corisco (PA-28RT-201 Arrow)	0	24	0
EMB-712	Tupi (PA-28-181 Archer II)	0	9	0
EMB-720	Minuano (PA-32-310 Saratoga)	0	9	0
EMB-721	Sertanejo(PA-32R-301 Saratoga)	0	12	0
• Multi-Engine				
EMB-110		3	30	3
EMB-121	Xingu	1	8	1
EMB-810	Seneca II	0	27	0
EMB-820	Chieftain	0	1	0
TOTAL		7	155	7
ENSTROM				
• Helicopter				
F28F		*	*	*
F28C-II		*	*	*
280C		*	*	*
280F		*	*	*
TOTAL		*	*	*
FAIRCHILD AIRCRAFT CORP.				
• Multi-Engine				
Metro III		0	16	0
Metro III-C		0	4	0
Mrtro IV-C		1	11	1
TOTAL		1	31	1
(Exports: 1 IV-C to West Germany)				
GATES-LEARJET				
• Multi-Engine				
LR-25D		0	4	0
LR-35A		2	32	2
LR-55		3	40	3
TOTAL		5	76	5
GULFSTREAM-AMERICAN				
• Single-Engine				
GR-164	Agcat	1	6	1
• Multi-Engine				
G-47	Cougar	0	0	0
GR-1159A	Gulfstream III	4	23	4
AE-900	Commander 900	1	9	1
AE-840	Turbo Commander	0	8	0
AE-980		0	1	0
AE-1000		2	23	2
TOTAL		8	70	8
Manufacturers net billing - $49,198,000				
(Exports: 1 1000 to Colombia 1 Agcat to Algeria 1 G-III to Switzerland and Algeria)				
ISRAEL AIRCRAFT INDUSTRIES				
• Multi-Engine				
1124	Westwind	*	18	*
TOTAL		*	18	*
LAKE AIRCRAFT				
• Single-Engine				
LA-4-200	Buccaneer	2	17	2
TOTAL		2	17	2
MAULE AIRCRAFT				
• Single-Engine				
M-5-180C		1	1	1
M-5-235C	Lunar Rocket	0	4	0
M-6-235		2	28	2
TOTAL		3	33	3
Manufacturers net billing - $132,179				
MITSUBISHI				
• Multi-Engine				
Solitaire		0	4	0
Marquise		0	8	0
Diamond		1	10	1
TOTAL		1	22	1
MOONEY AIRCRAFT CORP.				
• Single-Engine				
M-20J	201	4	79	4
M-20K	231	10	72	10
TOTAL		14	151	14
(Exports: 1 201 to Canada)				

† Fiscal Year: Oct. 1 through Sept. 30.

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PIPER AIRCRAFT CORP.

- Single-Engine

		Oct. 82	Cal. Year	Fisc.† Year
PA-18-150	Super Cub	22	43	22
PA-28-161	Warrior	8	94	8
PA-28-181	Archer II	8	94	8
PA-28RT-201	Arrow IV	1	14	1
PA-28RT-201T	Arrow IV	5	64	5
PA-28-236	Dakota	1	24	1
PA-32-301	Saratoga	2	28	2
PA-32-301T	Turbo Saratoga	0	20	0
PA-32R-301	Saratoga SP	2	28	2
PA-32R-301T	Turbo Saratoga SP	1	35	1
PA-36-375	Pawnee Brave	7	15	7
PA-38-112	Tomahawk	2	69	2

- Multi-Engine

		Oct. 82	Cal. Year	Fisc.† Year
PA-23-250	Aztec	0	0	0
PA-31-310	Navajo	1	9	1
PA-31-325	Navajo C/R	0	17	0
PA-31-350	Chieftain	3	48	3
PA-31T-501T	Cheyenne I	2	10	2
PA-31T-620	Cheyenne II	0	7	0
PA-31T2-620	Cheyenne II XL	1	20	1
PA-42-720	Cheyenne III	2	14	2
PA-34-200T	Seneca II	0	0	0
PA-34-220T	Seneca III	10	144	10
PA-44-180	Seminole	0	3	0
PA-44-180T	Seminole	1	11	1
PA-600A	Aerostar	0	1	0
PA-601B	Aerostar	0	1	0
PA-601P	Aerostar	0	1	0
PA-602P	Aerostar	2	33	2
PA-T1020		0	5	0
PA-T1040		1	6	1
TOTAL		82	858	82

Manufacturers net billing - $12,545,600

ROCKWELL INTERNATIONAL

- Multi-Engine

		Oct. 82	Cal. Year	Fisc.† Year
NA-65	Sabreliner	0	2	0
TOTAL		0	2	0

SHORT BROTHERS LTD.

- Multi-Engine

		Oct. 82	Cal. Year	Fisc.† Year
SBJ-CS-7	Skyvan	0	1	0
SD-3-30		0	11	0
TOTAL		0	12	0

	Oct. 82	Cal. Year	Fisc.† Year
SINGLE-ENGINE	181	2,527	181
MULTI-ENGINE	83	1,365	83
GRAND-TOTAL	264	3,892	264

UNIT SHIPMENTS COMPARATIVE TREND: 20 MANUFACTURERS

	October			Cal. Year to Date			Fisc. Year to Date		
	1982	1981	1980	1982	1981	1980	1982	1981	1980
Beech	26	77	132	452	1,041	1,195	26	77	132
Bellanca	-	-	5	-	-	102	-	-	5
British Aerospace	0	3	5	21	27	32	0	3	5
Britten-Norman	1	3	4	13	28	29	1	3	4
Cessna	107	247	642	1,910	4,001	5,470	107	247	642
Dassault	7	6	5	51	71	46	7	6	5
Embraer	7(7)	13(6)	37(10)	155(64)	168(66)	313(85)	7(7)	13(6)	37(10)
Enstrom	*	2	6	*	41	42	*	2	6
Fairchild	1	7	6	31	56	69	1	7	6
Gates	5	11	15	76	105	97	5	11	15
Gulfstream	8	10	31	70	261	127	8	10	31
Israel	*	1	1	18	31	26	*	1	1
Lake	2	4	5	17	47	68	2	4	5
Lockheed	-	-	0	-	-	4	-	-	0
Maule	3	0	4	33	37	54	3	0	4
Mitsubishi	1	3	4	22	34	48	1	3	4
Mooney	14	25	27	151	296	285	14	25	27
Piper	82	166	212	858	2,192	2,542	82	166	212
Rockwell	0	2	10	2	35	126	0	2	10
Short	0	1	0	12	13	25	0	1	0
TOTALS	264	574	1,124	3,892	8,382	10,472	264	574	1,124

Parentheses show actual Embraer deliveries, not including aircraft kits.

* Figures are not available from the manufacturer.

Fiscal Year: Oct. 1 through Sept. 30.

C9700-3 12/14/82

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FAA PURSUING NTSB RECOMMENDATIONS ON BUSINESS JET TRAINING

Federal Aviation Administration will convene a special panel to consider a series of recommendations from the National Transportation Safety Board regarding improved training for operators of general aviation turbojet aircraft. The NTSB recommendations, issued earlier this year, resulted from the board's investigation of the fatal crash of a Learjet 24 on Oct. 1, 1981 near Felt, Okla. *(BA, Sept. 27/98).*

In a letter to NTSB Chairman Jim Burnett *(reprinted on the back of Page 186)*, FAA said it will convene "a special flight standardization board (FSB) . . . staffed to include turbojet qualified specialists from both General Aviation and Air Transportation Divisions of the FAA's Office of Flight Operations. This board will, among other things, review the adequacy of current training and type certification requirements for general aviation multi-engine turbojet airplanes. The specific areas of review will include aerodynamic, meteorological, and physiological aspects of high-performance, high-altitude flight."

Other areas to be reviewed by the board will include "hazards associated with operations near the low- or high-speed buffet boundaries, the effects of maneuvering load factors, the potential for loss of control at critical altitudes, power-plant characteristics, the potential effects of turbulence encounters and the recommended recovery procedures."

Those areas, which were addressed in three of NTSB's seven recommendations on the Oklahoma accident, will be addressed in Phase I of the FSB review. Phase I is scheduled for completion by the end of June. Phase II, which will consider NTSB's remaining recommendations, is to be completed by the end of 1983.

The FSB review will include all GA turbojet aircraft, not just Learjets. One FAA official told *BA* the agency is satisfied with the airworthiness of turbojet aircraft, including Learjets, but does have some concerns about the way they are operated. He noted that some Learjet accidents NTSB has investigated in recent years revealed that pilots purposely deactivated overspeed warning systems and were probably exceeding the aircraft's approved flight envelope when the accidents happened.

CONFERENCE PANEL RETAINS RESTRICTIONS ON HELMS' USE OF AIRCRAFT

House and Senate are likely to vote this week on the fiscal 1983 Department of Transportation appropriations bill, which includes an amendment limiting the use of FAA aircraft by Administrator J. Lynn Helms. The amendment was introduced by Sen. Alfonse D'Amato (R-N.Y.) who charged earlier that Helms was wasting the taxpayers money by using FAA aircraft for flights that could have been made at less expense on commercial carriers *(BA, Dec. 6/177).* When the D'Amato amendment was approved by the Senate earlier this month, many observers expected that it would be deleted during the House-Senate conference. However, the conference committee met last Thursday and approved the amendment after adopting some modifications to the language.

The amendment basically prohibits the FAA Administrator from using FAA aircraft to travel to any destination served by regularly scheduled carriers, unless the scheduled flight would not arrive within six hours of the desired arrival time. The prohibition would not apply when the flight is essentially for the pur-

(Continued on the following page)

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY – NOVEMBER UNIT SHIPMENTS

		Nov. 82	Cal. Year	Fisc.† Year
BEECH AIRCRAFT CORP.				
• Single-Engine				
BE-C23	Sundowner	1	18	3
BE-A24R	Sierra	2	14	2
BE-F33A	Bonanza	2	23	4
BE-V35B	Bonanza	0	12	0
BE-A36	Bonanza	3	62	6
BE-A36TC	Bonanza	1	54	4
BE-77	Skipper	0	9	0
• Multi-Engine				
BE-B55	Baron	0	13	0
BE-E55	Baron	3	5	3
BE-58	Baron	3	31	6
BE-58P	Baron	3	25	7
BE-58TC	Baron	0	4	0
BE-B60	Duke	0	4	0
BE-76	Duchess	0	15	0
BE-C90	King Air	3	34	5
BE-F90	King Air	0	23	1
BE-C99	Commuter	0	19	1
BE-B100	King Air	0	7	1
BE-200	Super King Air	6	87	6
BE-200	Super King Air C	0	12	4
BE-200T	King Air	0	8	0
TOTAL		27	479	53
Manufacturers net billing - $14,895,639				
BRITISH AEROSPACE §				
• Multi-Engine				
HS-125-700	Model A	1	18	2
HS-125-700	Model B	1	7	2
TOTAL		2	25	4
(Exports: 1 Model B to Kuwait)				
BRITTEN-NORMAN (Bembridge) LTD.				
• Multi-Engine				
BN-2	Islander	0	8	1
BN-2T	Islander	1	2	1
Mark III	Trislander	0	4	0
TOTAL		1	14	2
CESSNA AIRCRAFT CO.				
• Single-Engine				
CE-152		16	230	24
CE-A152	Aerobat	0	16	2
CE-172RG	Cutlass	5	103	14
CE-R172	Hawk XP	0	3	0
CE-172	Skyhawk	16	309	27
CE-180	Skywagon	0	1	0
CE-182	Skylane	6	146	19
CE-122	Turbo Skylane	0	37	1
CE-182RG	Skylane RG	2	62	4
CE-182RG	Turbo Skylane RG	1	22	4
CE-185	Skywagon	2	61	4
CE-188	AgHusky	3	35	3
CE-188	AgTruck	3	31	4
CE-U206	Stationair 6	2	106	8
CE-TU206	Turbo Stationair 6	4	75	13
CE-208	Stationair 8	1	22	2
CE-TU208	Turbo Stationair 8	0	10	0
CE-210	Centurion	3	59	4
CE-T210	Turbo Centurion	2	101	7
CE-P210	Pressurized Centurion	1	40	3
• Multi-Engine				
CE-303	Crusader	3	122	9
CE-310		0	1	0
CE-T310		0	0	0
CE-335		0	2	0
CE-340		2	26	4
CE-402		1	24	1
CE-404	Titan	0	22	0
CE-414	Chancellor	1	25	2
CE-421	Golden Eagle	2	19	3
CE-425	Conquest I	4	32	7
CE-441	Conquest II	2	36	4
CE-500	Citation I	5	23	5
CE-550	Citation II	7	85	10
CESSNA/REIMS AVIATION				
• Single-Engine				
CE-F152		0	47	6
CE-F152	Aerobat	1	5	1
CE-F172	Skyhawk	0	62	7
CE-FR172	Hawk XP	0	5	0
CE-F182	Skylane	0	0	0
CE-F182RG	Skylane RG	0	0	0
TOTAL		95	2,005	202
Manufacturers net billing - $36,230,448				

		Nov. 82	Cal. Year	Fisc.† Year
AVIONS-MARCEL DASSAULT				
• Multi-Engine				
AD-My.10	Falcon	1	9	1
AD-My.20	Falcon	0	6	0
AD-My.50	Falcon	6	44	13
TOTAL		7	59	14
EMBRAER				
• Single-Engine				
EMB-200		0	20	3
EMB-201	Ipanema	0	6	0
EMB-710	Carioca (PA-28-235 Dakota)	0	9	0
EMB-711	Corisco (PA-28RT-201 Arrow)	0	24	0
EMB-712	Tupi (PA-28-181 Archer II)	0	9	0
EMB-720	Minuano (PA-32-310 Saratoga)	1	10	1
EMB-721	Sertanejo(PA-32R-301 Saratoga)	0	12	0
• Multi-Engine				
EMB-110		2	32	5
EMB-121	Xingu	1	9	2
EMB-810	Seneca II	9	36	9
EMB-820	Chieftain	0	1	0
TOTAL		13	168	20
ENSTROM				
• Helicopter				
F28F		*	*	*
F28C-II		*	*	*
280C		*	*	*
280F		*	*	*
TOTAL		*	*	*
FAIRCHILD AIRCRAFT CORP.				
• Multi-Engine				
Metro III		2	18	2
Merlin III-C		0	4	0
Merlin IV-C		3	14	4
TOTAL		5	36	6
GATES-LEARJET				
• Multi-Engine				
LR-25D		0	4	0
LR-35A		2	34	4
LR-55		6	46	9
TOTAL		8	84	13
GULFSTREAM AEROSPACE				
• Single-Engine				
GR-164	Agcat	0	6	1
• Multi-Engine				
G-47	Cougar	0	0	0
GR-1159A	Gulfstream III	4	30	8
AE-900	Commander 900	1	11	2
AE-840	Turbo Commander	0	7	0
AE-980		0	1	0
AE-1000		4	27	6
TOTAL		9	82	17
(Exports: 1 1000 to Colombia 2 1000 to South Africa 1 G-III to Algeria)				
ISRAEL AIRCRAFT INDUSTRIES				
• Multi-Engine				
1124	Westwind	*	18	*
TOTAL		*	18	*
LAKE AIRCRAFT				
• Single-Engine				
LA-4-200	Buccaneer	3	20	5
TOTAL		3	20	5
Manufacturers net billing - $289,600				
MAULE AIRCRAFT				
• Single-Engine				
M-5-180C		1	2	2
M-5-200		1	1	1
M-5-235C	Lunar Rocket	1	5	1
M-6-235		3	31	5
TOTAL		6	39	9
Manufacturers net billing - $261,269				
MITSUBISHI				
• Multi-Engine				
Solitaire		0	4	0
Marquise		2	10	2
Diamond		3	13	4
TOTAL		5	27	6

---

§ British Aerospace calendar and fiscal year figures include one Model A and one Model B delivered during October which were omitted from the October chart.

		Nov. 82	Cal. Year	Fisc.† Year
MOONEY AIRCRAFT CORP.				
• Single-Engine				
M-20J	201	10	89	14
M-20K	231	7	79	17
TOTAL		17	168	31
PIPER AIRCRAFT CORP.				
• Single-Engine				
PA-18-150	Super Cub	10	53	32
PA-28-161	Warrior	9	103	17
PA-28-181	Archer II	9	103	17
PA-28RT-201	Arrow IV	2	16	3
PA-28RT-201T	Arrow IV	8	72	13
PA-28-236	Dakota	5	29	6
PA-32-301	Saratoga	5	33	7
PA-32-301T	Turbo Saratoga	0	20	0
PA-32R-301	Saratoga SP	2	30	4
PA-32R-301T	Turbo Saratoga SP	4	39	5
PA-36-375	Pawnee Brave	8	23	15
PA-38-112	Tomahawk	0	69	2

		Nov. 82	Cal. Year	Fisc.† Year
• Multi-Engine				
PA-23-250	Aztec	0	0	0
PA-31-310	Navajo	1	10	2
PA-31-325	Navajo C/R	1	18	1
PA-31-350	Chieftain	2	50	5
PA-31T-501T	Cheyenne I	1	11	3
PA-31T-620	Cheyenne II	0	7	0
PA-31T2-620	Cheyenne II XL	1	21	2
PA-42-720	Cheyenne III	3	17	5
PA-34-200T	Seneca II	0	0	0
PA-34-220T	Seneca III	7	151	17
PA-44-180	Seminole	0	3	0
PA-44-180T	Seminole	0	11	1
PA-600A	Aerostar	0	1	0
PA-601B	Aerostar	0	1	0
PA-601P	Aerostar	0	1	0
PA-602P	Aerostar	1	34	3
PA-T1020		1	6	1
PA-T1040		3	9	4
TOTAL		83	941	165
Manufacturers net billing - $14,735,200				
ROCKWELL INTERNATIONAL				
• Multi-Engine				
NA-65	Sabreliner	0	2	0
TOTAL		0	2	0
SHORT BROTHERS LTD.				
• Multi-Engine				
SBJ-CS-7	Skyvan	0	1	0
SD-3-30		0	11	0
SD-3-60		1	1	1
TOTAL		1	13	1

	Nov. 82	Cal. Year	Fisc.† Year
SINGLE-ENGINE	166	2,693	347
MULTI-ENGINE	116	1,487	201
GRAND-TOTAL	282	4,180	548

UNIT SHIPMENT COMPARATIVE TREND: 20 MANUFACTURERS

	November			Cal. Year to Date			Fisc. Year to Date †		
	1982	1981	1980	1982	1981	1980	1982	1981	1980
Beech	27	85	96	479	1,126	1,291	53	162	228
Bellanca	-	-	0	-	-	102	-	-	5
British Aerospace	2	2	2	25	29	34	4	5	7
Britten-Norman	1	3	4	14	31	33	2	6	8
Cessna	95	346	502	2,005	4,347	5,972	202	593	1,144
Dassault	7	5	6	59	76	52	14	11	11
Embraer	13(3)	13(8)	37(13)	168(67)	181(70)	350(98)	20(10)	25(14)	74(23)
Enstrom	*	3	3	*	44	45	*	5	9
Fairchild	5	11	4	36	67	73	6	18	10
Gates	8	13	6	84	118	103	13	24	21
Gulfstream	9	11	11	82	272	138	17	21	42
Israel	*	3	2	*	34	28	18	4	3
Lake	3	3	4	20	50	72	5	7	9
Lockheed	-	-	0	-	-	4	-	-	0
Maule	6	3	3	39	40	57	9	3	7
Mitsubishi	5	1	2	27	35	50	6	4	5
Mooney	17	20	27	168	316	312	31	45	54
Piper	83	142	226	941	2,334	2,768	165	308	438
Rockwell	0	1	7	2	37	133	0	3	17
Short	1	*	3	13	13	28	1	1	3
TOTALS	279	660	921	4,079	9,039	11,393	538	1,234	2,044

Parentheses show actual Embraer deliveries, not including aircraft kits.

* Figures are not available from the manufacturer.
† Fiscal Year: Oct. 1 through Sept. 30.

C9700-3 1/11/83

THE WEEKLY OF BUSINESS AVIATION

DAVE COLLOGAN/EDITOR
MONICA MOORE/ASSISTANT EDITOR
1156 15th STREET, N.W./WASHINGTON, D.C. 20005
PHONE: (202) 822-4600/TELEX: 89-2447

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DWANE WALLACE ABRUPTLY RESIGNS FROM CESSNA BOARD

Dwane L. Wallace abruptly resigned last week as a member of Cessna Aircraft's board of directors, citing a "divergence of personal management philosophies." Wallace, 71, was president and chairman of the company from 1936 to 1964 and board chairman and chief executive officer until 1975 when he turned over those responsibilities to the current chairman and president, Russ Meyer.

Cessna would not elaborate on Wallace's reasons for leaving and Wallace was unavailable for further comment. Cessna did say that Wallace will continue to serve as a senior consultant to the company under terms of a 10-year contract he signed in 1975.

Announcement of Wallace's resignation from the board surprised most observers and apparently signals a very sharp difference of opinion between Wallace and his chosen successor. Wallace could have cited age or some other factor as the reason for a resignation, but he made a point of citing differing management philosophies.

Meyer has made a number of changes in the way the company is operated in recent years and many of the company's senior management officials—who had worked for Wallace for many years—have been replaced or have opted for an early retirement program instituted last year *(BA, Aug. 30/68)*.

Wallace, who competed in air races in the 1930s to help meet the company payroll, has been a leader of the general aviation industry for many years and was the prime mover in the formation of the General Aviation Manufacturers Association in 1970. He is the nephew of Cessna founder and aviation pioneer Clyde Cessna and guided the company from bankruptcy in 1934 to becoming the world's largest manufacturer of general aviation aircraft.

General aviation observers see Wallace's resignation as the end of an era in the industry. "He built an aircraft industry; he had the ability to put a team of people together and build a number-one company," said Gifford Booth, former Cessna director of marketing and communications. "He is a brilliant engineer and a damn good businessman" in addition to "one of (the country's) leading industrialists," Booth said.

Ed Stimpson, president of GAMA, added that Wallace was "highly important to the founding of the association" and that his achievements are "unparalled." Wallace is "a man of great vision who contributed mightily to the GA industry and Cessna."

STOCKMAN SUGGESTS INCREASED FEE STRUCTURE AT WASHINGTON NATIONAL

David Stockman, director of the Office of Management and Budget, has written DOT Secretary Drew Lewis suggesting adoption of a market pricing strategy for landing slots at Washington's National Airport. Stockman noted in the letter, which was sent to Lewis last month, that "the existing 10-year contracts establishing the fees paid by carriers using National and Dulles expire on Dec. 31, 1984 . . . The right to land at National Airport is a scarce resource, The fee structure and slot allocation mechanism currently in effect do not clearly take into account this scarcity. It is my belief that, similarly to private enterprises, fees at National should be set at a price determined by the market, and this can be accomplished in conjunction with the goals of reducing noise and airport congestion." Stockman also noted problems by the Airline Scheduling Committee in allocating available slots at DCA, adding that, "it is my belief that using price to allocate slots would make much more sense than the administrative procedures that have been used in the past."

PUBLISHED BY THE BUSINESS PUBLICATIONS DIVISION OF ZIFF-DAVIS PUBLISHING CO. SUBSCRIPTIONS: ONE YEAR $190. SIX MONTHS $115.

BUSINESS/PERSONAL AIRCRAFT INDUSTRY – DECEMBER UNIT SHIPMENTS

BEECH AIRCRAFT CORP.

		Dec. 82	Cal. Year	Fisc.† Year
• Single-Engine				
BE-C23	Sundowner	1	19	4
BE-A24R	Sierra	4	18	6
BE-F33A	Bonanza	1	24	5
BE-V35B	Bonanza	1	13	1
BE-A36	Bonanza	7	69	13
BE-A36TC	Bonanza	5	59	9
BE-77	Skipper	2	11	2
• Multi-Engine				
BE-B55	Baron	0	13	0
BE-E55	Baron	0	5	3
BE-58	Baron	4	35	10
BE-58P	Baron	6	31	13
BE-58TC	Baron	0	4	0
BE-860	Duke	1	5	1
BE-76	Duchess	1	16	1
BE-C90	King Air	3	37	8
BE-F90	King Air	4	27	5
BE-C99	Commuter	0	19	1
BE-B100	King Air	1	7	1
BE-200	Super King Air	8	99	18
BE-200	Super King Air C	0	6	0
BE-200T	King Air	0	9	0
TOTAL		49	526	101

Manufacturers net billing - $24,016,259

BRITISH AEROSPACE

		Dec. 82	Cal. Year	Fisc.† Year
• Multi-Engine				
HS-125-700	Model A	2	20	4
HS-125-700	Model B	1	8	3
TOTAL		3	28	7

BRITTEN-NORMAN (Bembridge) LTD

		Dec. 82	Cal. Year	Fisc.† Year
• Multi-Engine				
BN-2	Islander	4	12	5
BN-2T	Islander	0	2	1
Mark III	Trislander	0	4	0
TOTAL		4	18	6

CESSNA AIRCRAFT CO.

		Dec. 82	Cal. Year	Fisc.† Year
• Single-Engine				
CE-152		19	249	43
CE-A152	Aerobat	0	16	2
CE-172RG	Cutlass	4	107	18
CE-R172	Hawk XP	0	3	0
CE-172	Skyhawk	18	327	45
CE-180	Skywagon	0	1	0
CE-182	Skylane	11	157	30
CE-122	Turbo Skylane	2	39	3
CE-182RG	Skylane RG	3	65	7
CE-182RG	Turbo Skylane RG	3	25	7
CE-185	Skywagon	4	65	8
CE-188	AgHusky	2	37	5
CE-188	AgTruck	1	32	5
CE-U206	Stationair 6	5	111	13
CE-TU206	Turbo Stationair 6	2	77	15
CE-208	Stationair 8	1	23	3
CE-TU208	Turbo Stationair 8	0	10	0
CE-210	Centurion	4	63	8
CE-T210	Turbo Centurion	9	110	16
CE-P210	Pressurized Centurion	3	43	6
• Multi-Engine				
CE-303	Crusader	9	131	18
CE-310		0	1	0
CE-T310		0	0	0
CE-335		0	2	0
CE-340		0	26	4
CE-402		3	27	4
CE-404	Titan	2	24	2
CE-414	Chancellor	3	28	5
CE-421	Golden Eagle	2	21	5
CE-425	Conquest I	6	38	13
CE-441	Conquest II	3	39	7
CE-500	Citation I	4	27	9
CE-550	Citation II	12	97	22
CE-650	Citation III	0	0	0

CESSNA/REIMS AVIATION

		Dec. 82	Cal. Year	Fisc.† Year
• Single-Engine				
CE-F152		0	47	6
CE-F152	Aerobat	0	5	1
CE-F172	Skyhawk	0	62	7
CE-FR172	Hawk XP	0	5	0
CE-F182	Skylane	0	0	0
CE-F182RG	Skylane RG	0	0	0
TOTAL		135	2,140	337

Manufacturers net billing - $57,389,641

AVIONS-MARCEL DASSAULT

		Dec. 82	Cal. Year	Fisc.† Year
• Multi-Engine				
AD-My.10	Falcon	1	10	2
AD-My.20	Falcon	1	7	1
AD-My.50	Falcon	5	49	18
TOTAL		7	66	21

EMBRAER

		Dec. 82	Cal. Year	Fisc.† Year
• Single-Engine				
EMB-200		0	17	0
EMB-201	Ipanema	1	10	4
EMB-710	Carioca (PA-28-235 Dakota)	0	9	0
EMB-711	Corisco (PA-28RT-201 Arrow)	0	24	0
EMB-712	Tupi (PA-28-181 Archer II)	0	9	0
EMB-720	Minuano (PA-32-310 Saratoga)	0	10	1
EMB-721	Sertanejo(PA-32R-301 Saratoga)	2	14	2
• Multi-Engine				
EMB-110		2	34	7
EMB-121	Xingu	1	10	3
EMB-810	Seneca II	7	43	16
EMB-820	Chieftain	0	1	0
TOTAL		13	181	33

ENSTROM

		Dec. 82	Cal. Year	Fisc.† Year
• Helicopter				
F28F		*	*	*
F28C-II		*	*	*
280C		*	*	*
280F		*	*	*
TOTAL		*	*	*

FAIRCHILD AIRCRAFT CORP.

		Dec. 82	Cal. Year	Fisc.† Year
• Multi-Engine				
Metro II		2	2	2
Metro III		10	28	12
Merlin III-C		0	4	0
Merlin IV-C		1	15	5
TOTAL		13	49	19

GATES-LEARJET

		Dec. 82	Cal. Year	Fisc.† Year
• Multi-Engine				
LR-25D		3	7	3
LR-35A		5	39	9
LR-55		7	53	16
TOTAL		15	99	28

GULFSTREAM AEROSPACE

		Dec. 82	Cal. Year	Fisc.† Year
• Single-Engine				
GR-164	Agcat	0	6	1
• Multi-Engine				
G-47	Cougar	0	0	0
GR-1159A	Gulfstream III	6	36	14
AE-900	Commander 900	*	11	2
AE-840	Turbo Commander	*	7	0
AE-980		*	1	0
AE-1000		*	27	6
TOTAL		6	88	23

Manufacturers net billing - $69,334,000
(Exports: 1 G-III to Abudabi)

ISRAEL AIRCRAFT INDUSTRIES

		Dec. 82	Cal. Year	Fisc.† Year
• Multi-Engine				
1124	Westwind	*	18	*
TOTAL		*	18	*

LAKE AIRCRAFT

		Dec. 82	Cal. Year	Fisc.† Year
• Single-Engine				
LA-4-200	Buccaneer	*	20	5
TOTAL		*	20	5

MAULE AIRCRAFT

		Dec. 82	Cal. Year	Fisc.† Year
• Single-Engine				
M-5-180C		0	2	2
M-5-200		0	1	1
M-5-235C	Lunar Rocket	0	5	1
M-6-235		0	31	5
TOTAL		0	39	9

MITSUBISHI

		Dec. 82	Cal. Year	Fisc.† Year
• Multi-Engine				
Solitaire		0	4	0
Marquise		7	17	9
Diamond		9	22	13
TOTAL		16	43	22

(Exports: 1 Marquise to Dominican Republic)

③ C9700-3 1/17/83

THE WEEKLY OF
BUSINESS
AVIATION

DAVE COLLOGAN/EDITOR
MONICA MOORE/ASSISTANT EDITOR
1156 15th STREET, N.W./WASHINGTON, D.C. 20005
PHONE: (202) 822-4600/TELEX: 89-2447

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GAMA SHIPMENT FORECAST PREDICTS 'INSTANT REPLAY' OF 1982

Forecast of new general aviation aircraft shipments and billings in 1983 by the General Aviation Manufacturers Association calls for virtually the same number of units and same billings as in 1982. The forecast, issued Friday by GAMA during an appearance before the Aerospace Analysts Society in New York, calls for production of 4,415 units valued at $2 billion. In 1982 GAMA member companies delivered 4,268 new aircraft valued at $1.99 billion.

GAMA President Ed Stimpson termed the 1983 forecast "conservative" and emphasized that while the forecast for 1983 is very similar to 1982 results, the timing of business in 1983 is expected to change. He said most manufacturers reported a strong first quarter in 1982, but business declined markedly for the remainder of the year due to high interest rates and the overall impact of the recession. The forecast for 1983 is predicated on improvement in the business climate and increased GA deliveries in the second half of the year.

Largest percentage shift from 1982 to 1983 is expected to be in jet aircraft. The industry delivered 259 jets in 1982, but Stimpson said jet deliveries will fall to 175 aircraft this year, a drop of 32.4 percent (actual jet delivery figures for 1982 and the 1983 forecast include Gates Learjet Corp. even though Learjet is no longer a GAMA member). Jet billings will fall from $990 million last year to about $800 million in 1983, a drop of only 19 percent, primarily because those jets that will be delivered will be more sophisticated, expensive models.

Turboprop shipments will fall slightly from 458 aircraft to 450 this year, but turboprop billings are expected to climb from $590 million last year to $700 million in 1983.

In the piston-powered market, deliveries of both single- and multi-engine aircraft are expected to increase slightly. Forecast calls for single-engine shipments to go from 2,871 last year to 3,065 in 1983, while multi-engine deliveries will go from 678 in 1982 to 725 this year.

Stimpson acknowledged that GAMA, like many other economic forecasters, "missed by a country mile" in its predictions for GA production in 1982. The association had originally forecast delivery of 8,200 aircraft valued at $3.2 billion in 1982 *(BA, Jan. 18, 1982/17)*. Actual deliveries in 1982 also were far below the average for the past 10 years *(see charts on the backs of Pages 18 and 19)*. Stimpson emphasized that GA deliveries over the years have shown a strong correlation with a number of indices, including Gross National Product, spending for new plants and equipment and corporate after-tax profits. He said general aviation shipments should reflect improvements in those indicators.

DREW LEWIS REJECTS STOCKMAN PROPOSAL TO AUCTION SLOTS AT DCA

Transportation Secretary Drew Lewis last week said that the auctioning of landing rights at Washington National Airport is not in the "best interests of the industry or the public" and that the current Washington airports policy "is both effective and fair and is achieving the goals intended." Lewis' statement is in response to a proposal made by Office of Management and Budget Director David Stockman to adopt a market pricing strategy for landing slots at DCA *(BA, Jan. 10/9)*.

In a letter to Stockman, Lewis said "the airline industry has been hit in recent years by sharply in-

(Continued on the following page)

PUBLISHED BY THE BUSINESS PUBLICATIONS DIVISION OF ZIFF-DAVIS PUBLISHING CO. SUBSCRIPTIONS: ONE YEAR $190, SIX MONTHS $115.

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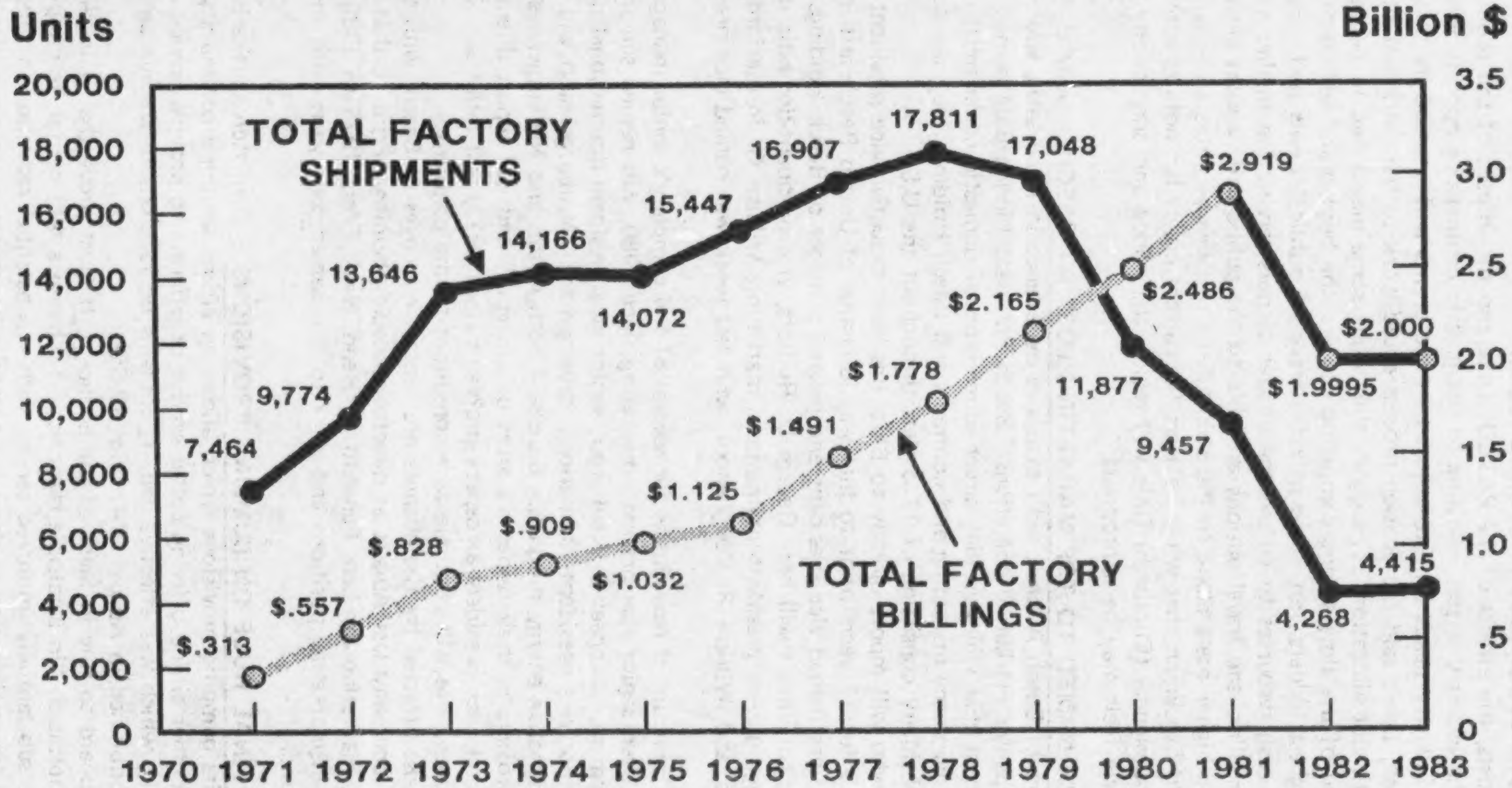
GENERAL AVIATION UNIT SHIPMENTS/BILLINGS



19A

EXPORT MARKET

	Units	Billings
1982 (Actual)	1,162 (27%)	$650 Million (33%)
1983 (Forecast)	1,104 (25%)	$560 Million (28%)

C9700-3 1/24/83

THE WEEKLY OF BUSINESS AVIATION

DAVE COLLOGAN/EDITOR
MONICA MOORE/ASSISTANT EDITOR
1156 15th STREET, N.W./WASHINGTON, D.C. 20005
PHONE: (202) 822-4600/TELEX: 89-2447

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BOEING VETERAN NAMED TO HEAD MITSUBISHI MARKETING

A 13-year veteran of Boeing Commercial Airplane Co. will take over this week as head of marketing for Mitsubishi Aircraft International in Dallas, Tex. Borge Boeskov, 46, was named vice president of marketing by MAI President Nobuo Hayashi. Boeskov was born in Denmark, but grew up in Minnesota. He is a 1965 graduate of the University of Minnesota where he majored in aeronautical engineering. He held a number of engineering positions at Boeing before moving into marketing. He served as manager of domestic 737 sales and marketing and in late 1978 was named area director for Boeing 737 sales working with carriers such as United, Delta, Southwest and Air Florida.

Boeskov takes over the job formerly held by George A. Scragg, Jr., who resigned last month *(BA, Dec. 20/197)*. Boeskov will be in overall charge of MAI's 23 U.S. district and regional sales managers as well as the company's foreign distributor network. He also will be responsible for the flight operations department and the product support and service group, which is based in San Angelo, Tex.

GULFSTREAM TESTING SINGLE-ENGINE BUSINESS JET

Gulfstream Aerospace Corp. began flight testing a new business jet this month powered by a single Pratt & Whitney JT15D engine and officials say they hope to make a production decision on the aircraft shortly after the Paris Air Show. The aircraft, designated the Commander Fanjet or Model 1500, resulted from the company's early work on the Peregrine military trainer and the turboprop/jet Hustler.

Gulfstream Chairman Allen Paulson told *BA* last week that the aircraft will carry up to eight persons, but would probably be configured for two crew members and four passengers by most operators. The aircraft *(see photo on the back of Page 26)* would have a range of about 1,000 nautical miles and would cruise at about 350 knots at altitudes up to 41,000 feet.

Asked why Gulfstream would consider building such an aircraft given the number of light jets currently available, Paulson said the Model 1500 will have the advantages of lower fuel burn with only one engine and centerline thrust, which he said will make the new plane simpler to operate than piston- or turboprop-powered twin-engine aircraft. The company plans to launch a marketing study in the near future, with completion scheduled shortly after a fully equipped prototype is displayed at this year's Paris Air Show. Paulson said he believes the aircraft could be certificated by late 1984. While no firm price has been determined, he said the goal is to price the Model 1500 slightly below top-of-the-line turboprops.

The aircraft which began flying Jan. 14 is powered by a JT15D-1 engine, but Paulson said production models would be equipped with -4 or -5 versions of that powerplant. He said the JT15D engine family is the most reliable ever built, noting its very low inflight shutdown rate. Another Gulfstream official stressed that the aircraft which began flying this month is strictly a test vehicle, with a number of changes and refinements likely before the Model 1500 goes into production. One possibility under consideration is an expansion of the fuselage to provide more room for passengers.

Preliminary specifications for the Commander Fanjet, which would be built at Gulfstream's Bethany, Okla. facility, include: gross weight, 7,500 pounds; length, 40 feet, eight inches; height, 13 feet, four inches; takeoff distance, 2,500 feet; and, landing distance, 3,290 feet.

PUBLISHED BY THE BUSINESS PUBLICATIONS DIVISION OF ZIFF-DAVIS PUBLISHING CO. SUBSCRIPTIONS: ONE YEAR $190. SIX MONTHS $115.

BUSINESS AVIATION BRIEFS

ONE OF THE MODIFICATIONS planned for the Gulfstream IV business jet under development by Gulfstream Aerospace is a fuselage two feet longer than the Gulfstream III. The G-IV will be powered by two 13,000-pound thrust Rolls-Royce Tay engines *(BA, Dec. 20/194).* G-IV is not expected to be available prior to 1986. The company said it has orders stretching into 1984 for the G-III and plans to match 1982 production of 36 units in the current year Conversions of existing G-II aircraft to the G-IIB configuration are being accomplished by Gulfstream at the rate of one aircraft per month; orders stretch into 1985 for that program.

* * *

AVIATION REPRESENTATIVES at last Friday's Airport Access Task Force meeting are upset with the Justice Department's stand. The Justice Department sent a delegation of nearly a dozen representatives to the meeting and raised objections to any proposal for negotiated settlement of airport access questions. Justice maintains that anything other than auctioning off airport slots will violate antitrust statutes. Aviation interests are strongly opposed to auctions because they fear that air taxis, commuters and general aviation would be priced out of busy airports by major carriers with greater financial backing.

* * *

GENERAL AVIATION MANUFACTURERS ASSOCIATION, in its recent forecast of GA production for 1983, noted the correlation between GA billings/shipments and spending for new plants and equipment, corporate profits and interest rates. Charts prepared by GAMA showing the correlation between those indices and GA activity are reprinted *on the back of Pages 29-31.*

* * *

EXECUTIVE JET AVIATION has opened an operations base at the Teterboro, N.J. Airport, the first satellite base in the company's 19-year history. EJA plans to base two Learjets at Teterboro, a move the company said will permit it to charge substantially lower rates of $2.80 per mile for flights from the New York area. EJA President Paul Tibbets said the new base is also designed to encourage more corporate flying by the more than 60 EJA clients in the New York area.

* * *

FEDERAL AVIATION ADMINISTRATION plans to hold a third meeting this week to explain and answer questions about its Regulation By Objective (RBO) proposal. This week's session will be held Thursday (Jan. 27) at the Captain Cooke Hotel in Anchorage, Alaska. FAA in December extended the comment period on the RBO proposal after a number of groups raised questions or objections to it *(BA, Dec. 13/188).* For more information on the Anchorage meeting, call Eugene Morris at (907) 271-5514.

* * *

DIANE MORALES, newest Civil Aeronautics Board member, last week named Mary E. Downs, current associate director-programs at the board's Office of Congressional, Community and Consumer Affairs, as her permanent personal assistant.

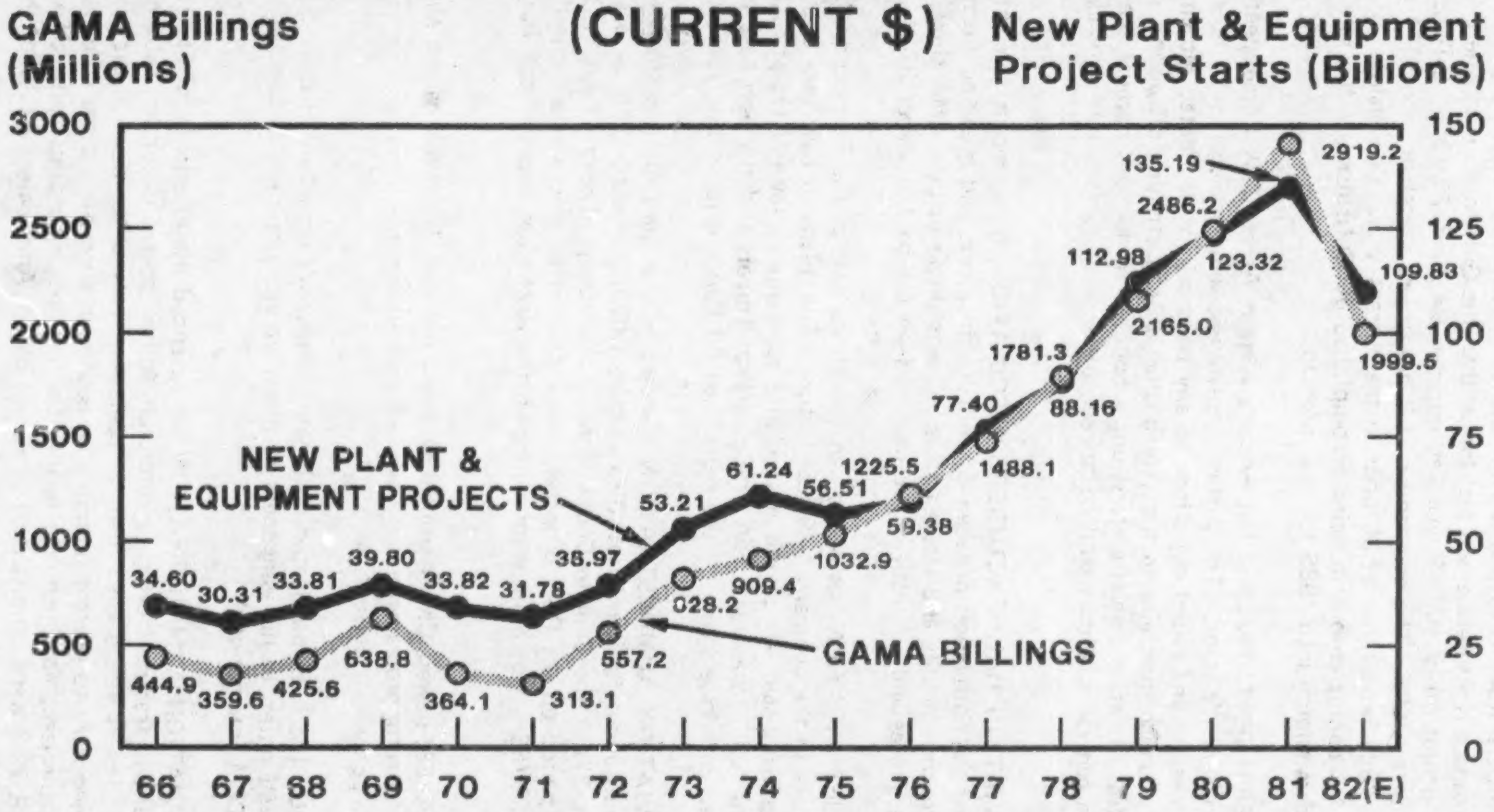
* * *

ROGER BOEUF has been nominated chairman of Snecma's subsidiary Hispano-Suiza, replacing Jean Sollier, who will return to his assignment as executive vice president of Snecma. Sollier is former chairman of CFM International.

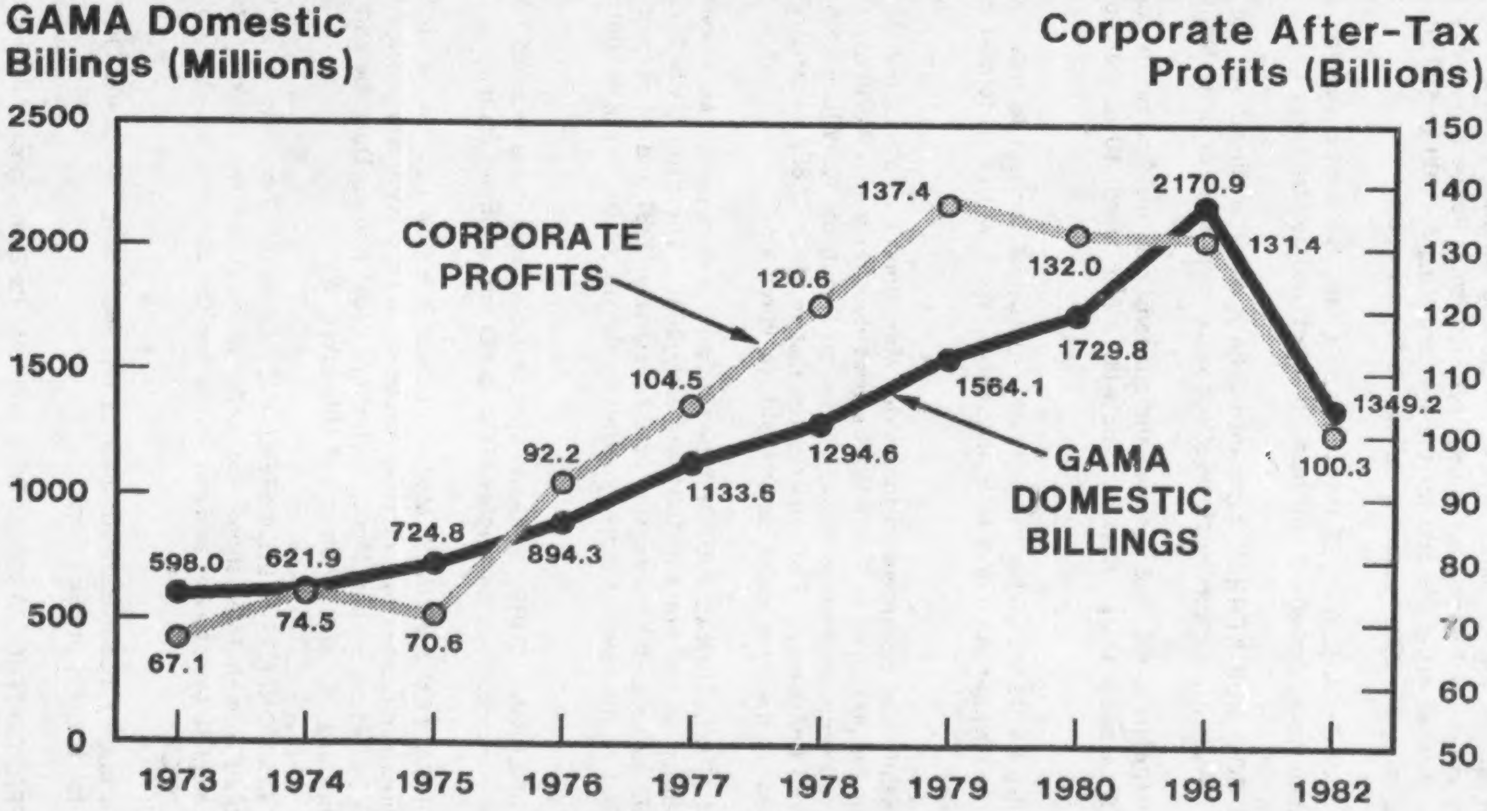
* * *

FEDERAL AVIATION ADMINISTRATION has extended the effectivity of SFAR 29-3 which allows certain normal and transport category rotorcraft limited operations under instrument flight rules when their type certificates would limit them to operations only under visual flight rules. FAA said the extension is necessary to prevent imposing an economic burden on those rotorcraft operators who are already authorized, equipped and qualified to conduct operations under SFAR 29, which would occur if SFAR 29-3 were permitted to terminate before Amendment No. 1 of the Rotorcraft Regulatory Review Program is issued and effective.

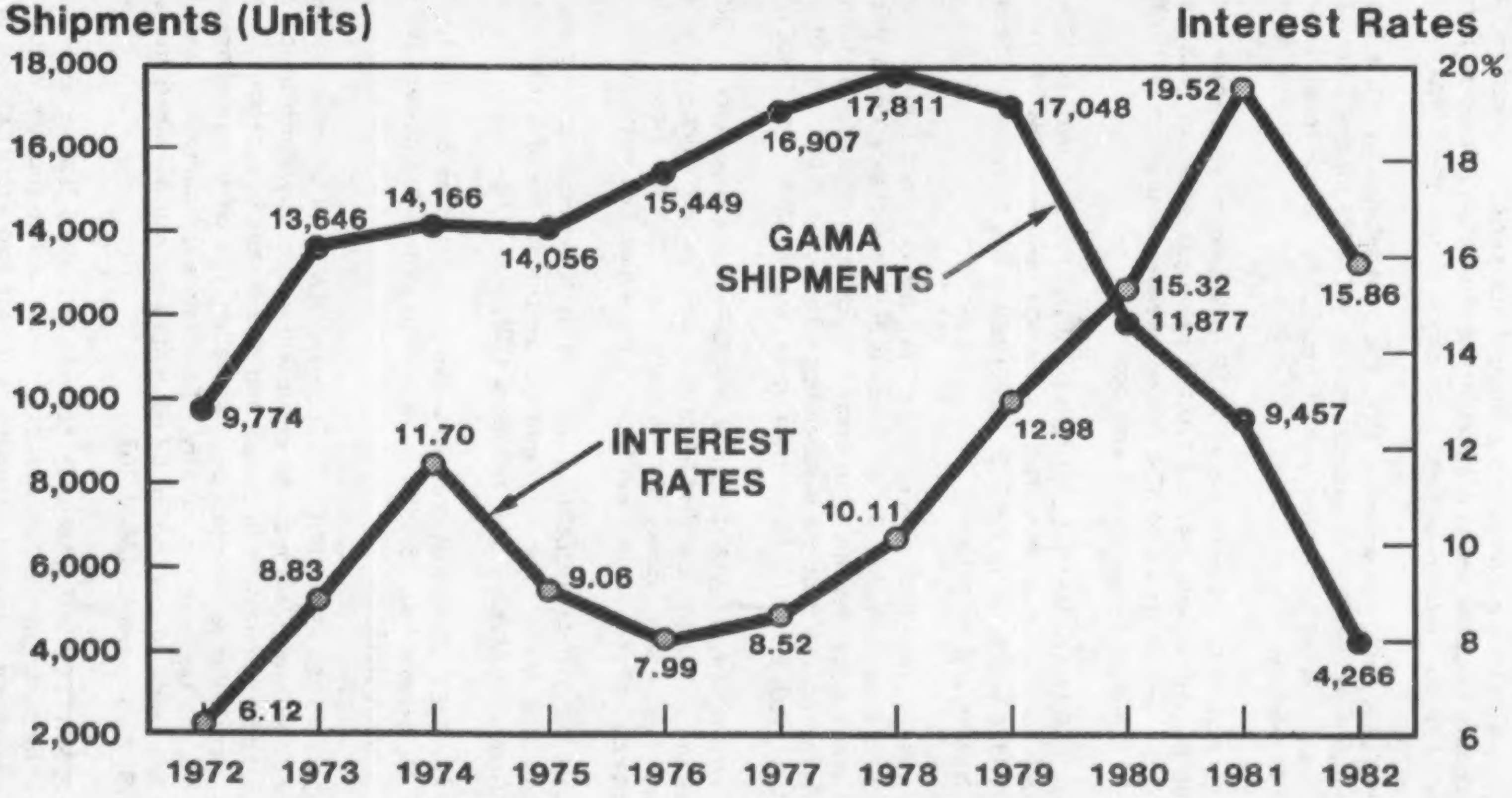
GAMA BILLINGS AND NEW PLANT & EQUIPMENT PROJECT STARTS



GAMA DOMESTIC BILLINGS AND CORPORATE, AFTER TAX, PROFITS



GAMA SHIPMENTS AND LONG TERM INTEREST RATES



C9700-3 2/14/83

THE WEEKLY OF
BUSINESS AVIATION

DAVE COLLOGAN/EDITOR
MONICA MOORE/ASSISTANT EDITOR
1156 15th STREET, N.W./WASHINGTON, D.C. 20005
PHONE: (202) 822-4600/TELEX: 89-2447

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BEECH REACHES AGREEMENT TO ACQUIRE HANGAR ONE FBO CHAIN

Beech Aircraft and Hangar One Inc. announced Friday they have reached agreement in principle for Beech Holdings Inc. to acquire the 11 fixed-base facilities Hangar One operates in the southeast U.S. *(BA, Jan. 31/38).* Agreement is subject to approval by the boards of directors of both companies, but that approval is anticipated. Purchase price was not disclosed.

The acquisition will make Beech one of the largest FBO chains in the nation. Beech Holdings, which is a wholly-owned subsidiary of Beech Aircraft, currently operates 17 FBOs throughout the U.S. Hangar One, whose corporate headquarters is in Atlanta, Ga., has FBOs in that state as well as Tennessee, Alabama, North Carolina and Florida. Hangar One, formerly known as Southern Georgia Airways until 1972, has been associated with Beech since 1945 when it became a dealership. Hangar One currently markets the entire Beech product line.

Frank W. Hulse III, chairman of the board of Hangar One, described the acquisition as "a wonderful opportunity for Hangar One to maintain its identity yet align ourselves with a company as strong and successful as Beech Aircraft."

MINETA URGES ACTION TO REQUIRE THAT ADAP FUNDS ARE SPENT

The chairman of the House aviation subcommittee has accused the Reagan Administration of breaking faith with aviation users and Congress and is seeking support for a program to require that aviation user taxes will actually be spent on airport improvement projects, rather than accumulating in large surpluses.

Rep. Norman Mineta (D-Calif.), in a letter this month to House Majority Whip Thomas Foley (D-Wash.), noted the Reagan Administration's decision to seek only $700 million in airport improvement funding in fiscal 1984, rather than the Congressionally authorized level of $993 million *(BA, Feb. 7/41).* Mineta said the Administration requested the reduced funding despite the fact there are $1.4 billion in projects waiting for approval and "more than enough dedicated user revenues on hand to cover the higher authorization level *(see letter on the back of Pages 50-52).*

Mineta charged that "at minimum, this represents bad faith with the aviation users and with Congress which agreed to higher user taxes in part based on an airport grant funding level of $793 million in FY 84. The President signed that legislation only five months ago and already he is abrogating an important part of that agreement." Mineta said Congress should "set the FY 84 airport grant program obligation ceiling at no less than $793 million for reasons of fairness to the users, as well as to provide needed facilities of long-lasting value and to provide construction sector jobs."

Revenues for airport improvement projects and other FAA "hardware" needs—such as the facilities and equipment account that finances improvements in the ATC system—come entirely from user taxes. Despite the fact that no general revenues are used for those purposes, the current and past Administrations have deliberately requested less money than was available for such programs and used resulting surpluses in the Aviation Trust Fund to help offset deficits in other areas of the federal budget.

To resolve this problem, Mineta said "we need a feature in the budget process which preserves the

(Continued on the following page)

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY – JANUARY UNIT SHIPMENTS

		Jan. 83	Cal. Year	Fisc.† Year
BEECH AIRCRAFT CORP.				
• Single-Engine				
BE-77	Skipper	0	0	2
BE-C23	Sundowner	1	1	5
BE-A24R	Sierra	0	0	6
BE-F33A	Bonanza	1	1	6
BE-V35B	Bonanza	2	2	3
BE-A36	Bonanza	3	3	16
BE-A36TC	Bonanza	3	3	12
• Multi-Engine				
BE-B55	Baron	0	0	0
BE-E55	Baron	0	0	3
BE-58	Baron	1	1	11
BE-58TC	Baron	0	0	0
BE-58P	Baron	2	2	15
BE-76	Duchess	0	0	1
BE-B60	Duke	0	0	1
BE-C99	Commuter	0	0	1
BE-C90	King Air	1	1	9
BE-F90	King Air	0	0	5
BE-B100	King Air	0	0	1
BE-200	Super King Air	1	1	19
BE-200	Super King Air C	1	1	1
BE-200T	Super King Air	0	0	1
TOTAL		16	16	118
Manufacturers net billing - $6,652,498				
BRITISH AEROSPACE				
• Multi-Engine				
HS-125-700	Model A	0	0	4
HS-125-700	Model B	1	1	4
TOTAL		1	1	8
BRITTEN-NORMAN (Bembridge) LTD.				
• Multi-Engine				
BN-2	Islander	0	0	5
BN-2T	Islander	0	0	1
Mark III	Trislander	0	0	0
TOTAL		0	0	6
CESSNA AIRCRAFT CO.				
• Single-Engine				
CE-152		13	13	56
CE-A152	Aerobat	0	0	2
CE-172	Skyhawk	10	10	55
CE-172	Cutlass	2	2	2
CE-172RG	Cutlass	4	4	22
CE-180	Skywagon	0	0	0
CE-182	Skylane	4	4	34
CE-182	Turbo Skylane	1	1	4
CE-182RG	Skylane RG	3	3	10
CE-182RG	Turbo Skylane RG	0	0	7
CE-185	Skywagon	3	3	11
CE-U206	Stationair 6	7	7	20
CE-TU206	Turbo Stationair 6	8	8	23
CE-208	Stationair 8	2	2	5
CE-TU208	Turbo Stationair 8	0	0	0
CE-210	Centurion	1	1	9
CE-T210	Turbo Centurion	4	4	20
CE-P210	Pressurized Centurion	3	3	9
CE-188	AgHusky	3	3	8
CE-188	AgTruck	1	1	6
• Multi-Engine				
CE-303	Crusader	5	5	23
CE-310		0	0	0
CE-T310		0	0	0
CE-335		1	1	1
CE-340		2	2	6
CE-402		3	3	7
CE-404	Titan	0	0	2
CE-414	Chancellor	1	1	6
CE-421	Golden Eagle	2	2	7
CE-425	Conquest I	5	5	18
CE-441	Conquest II	3	3	10
CE-500	Citation I	2	2	11
CE-550	Citation II	5	5	27
CE-650	Citation III	1	1	1
CESSNA/REIMS AVIATION				
• Single-Engine				
CE-F152		2	2	8
CE-F152	Aerobat	0	0	1
CE-F172	Skyhawk	0	0	7
CE-FR172	Hawk XP	0	0	0
CE-F182	Skylane	0	0	0
CE-F182RG	Skylane RG	0	0	0
TOTAL		101	101	471
Manufacturers net billing - $37,960,357				

		Jan. 83	Cal. Year	Fisc.† Year
AVIONS-MARCEL DASSAULT				
• Multi-Engine				
AD-My.10	Falcon	1	1	3
AD-My.20	Falcon	0	0	1
AD-My.50	Falcon	3	3	21
TOTAL		4	4	25
EMBRAER				
• Single-Engine				
EMB-200		0	0	0
EMB-201A	Ipanema	3	3	7
EMB-710	Carioca (Dakota)	1	1	1
EMB-711	Corisco (Arrow)	0	0	0
EMB-712	Tupi (Archer II)	0	0	0
EMB-720	Minuano (Saratoga)	0	0	1
EMB-721	Sertanejo (Saratoga)	0	0	2
• Multi-Engine				
EMB-110	Bandeirante	2	2	9
EMB-121	Xingu	0	0	3
EMB-810D	Seneca II	5	5	21
EMB-820	Chieftain	0	0	0
TOTAL		11	11	44
FAIRCHILD AIRCRAFT CORP.				
• Multi-Engine				
Metro IIA		0	0	2
Metro III		1	1	13
Merlin III-C		0	0	0
Merlin IV-C		0	0	5
TOTAL		1	1	20
(Exports: 1 Metro III to Belgium)				
GATES-LEARJET				
• Multi-Engine				
LR-25D		0	0	3
LR-35A		0	0	9
LR-36A		2	2	2
LR-55		0	0	16
TOTAL		2	2	30
GULFSTREAM AEROSPACE				
• Single-Engine				
GR-164	Agcat	0	0	1
• Multi-Engine				
GR-47	Cougar	0	0	0
GR-1159A	Gulfstream III	2	2	16
AE-840	Turbo Commander	0	0	2
AE-900	Commander 900	0	0	4
AE-980		0	0	1
AE-1000		0	0	9
TOTAL		2	2	33
Manufacturers net billing - $19,700,000				
(Exports: 1 Gulfstream III to Saudi Arabia)				
ISRAEL AIRCRAFT INDUSTRIES				
• Multi-Engine				
1124	Westwind	0	0	0
TOTAL		0	0	0
LAKE AIRCRAFT				
• Single-Engine				
LA-4-200	Buccaneer	1	1	9
TOTAL		1	1	9
MAULE AIRCRAFT				
• Single-Engine				
M-5-180C		0	0	2
M-5-200		0	0	1
M-5-235C	Lunar Rocket	0	0	1
M-6-235		3	3	8
TOTAL		3	3	12
MITSUBISHI				
• Multi-Engine				
Solitaire		0	0	0
Marquise		1	1	10
Diamond		1	1	14
TOTAL		2	2	24
MOONEY AIRCRAFT CORPORATION				
• Single-Engine				
M-20J	201	8	8	28
M-20K	231	4	4	35
TOTAL		12	12	63

PIPER AIRCRAFT CORP.		Jan. 83	Cal. Year	Fisc.† Year
• Single-Engine				
PA-18-150	Super Cub	0	0	33
PA-38-112	Tomahawk	6	6	13
PA-28-161	Warrior	12	12	41
PA-28-181	Archer II	8	8	37
PA-28-236	Dakota	2	2	9
PA-28RT-201	Arrow IV	0	0	4
PA-28RT-201T	Turbo Arrow IV	3	3	21
PA-32-301	Saratoga	3	3	14
PA-32-301T	Turbo Saratoga	1	1	3
PA-32R-301	Saratoga SP	1	1	10
PA-32R-301T	Turbo Saratoga SP	1	1	11
PA-36-375	Pawnee Brave	10	10	42
• Multi-Engine				
PA-23-250	Aztec	0	0	0
PA-31-310	Navajo	0	0	2
PA-31-325	Navajo C/R	0	0	3
PA-31-350	Chieftain	2	2	15
PA-31T-301T	Cheyenne I	1	1	6
PA-31T-620	Cheyenne II	6	6	8
PA-31T2-620	Cheyenne II XL	2	2	5
PA-42-720	Cheyenne III	0	0	7
PA-34-200T	Seneca II	0	0	0
PA-34-220T	Seneca III	10	10	39
PA-44-180	Seminole	0	0	0
PA-44-180T	Turbo Seminole	0	0	1
PA-600A	Aerostar	0	0	0
PA-600B	Aerostar	0	0	0
PA-601P	Aerostar	0	0	0
PA-602P	Aerostar	2	2	6
PA-T1020		0	0	1
PA-T1040		1	1	7
TOTAL		71	71	338

Manufacturers net billing - $15,035,800

ROCKWELL INTERNATIONAL		Jan. 83	Cal. Year	Fisc.† Year
• Multi-Engine				
NA-65	Sabreliner	0	0	0
Model 60		1	1	1
TOTAL		1	1	1
SHORT BROTHERS LTD.				
• Multi-Engine				
SBJ-CS-7	Skyvan	0	0	0
SD-3-30		0	0	0
SD-3-60		2	2	5
TOTAL		2	2	5

UNIT SHIPMENTS COMPARATIVE TREND: 20 MANUFACTURERS

	January			Cal. Year to Date			Fisc. Year to Date†		
	1983	1982	1981	1983	1982	1981	1983	1982	1981
Beech	16	59	92	16	59	92	118	337	423
Bellanca	-	-	0	-	-	0	-	-	5
British Aerospace	1	2	2	1	2	2	8	12	12
Britten-Norman	0	1	4	0	1	4	6	9	18
Cessna	101	197	334	101	197	334	438	1,123	1,911
Dassault	4	8	6	4	8	6	25	25	27
Embraer	11(5)	20(7)	26(12)	11(5)	20(7)	26(12)	44(19)	68(34)	146(46)
Enstrom	*	*	5	*	*	5	*	8	17
Fairchild	1	4	0	1	4	0	20	40	3
Gates	2	5	7	2	5	7	30	49	45
Gulfstream	2	5	12	2	5	12	33	49	83
Israel	0	4	2	0	4	2	0	13	12
Lake	1	1	3	1	1	3	9	11	19
Lockheed	-	-	0	-	-	0	-	-	0
Maule	3	2	3	3	2	3	12	9	13
Mitsubishi	2	1	2	2	1	2	24	13	12
Mooney	12	20	19	12	20	19	63	92	93
Piper	71	83	175	71	83	175	338	552	799
Rockwell	1	2	13	1	2	13	1	6	43
Short	0	1	0	0	1	0	3	4	5
TOTALS	222	402	691	222	402	691	1,147	2,386	3,586

Parentheses show actual Embraer deliveries, not including aircraft kits.

* Figures are not available from the manufacturer.
† Fiscal Year: Oct. 1 through Sept. 30.

C9700-3 3/14/83

THE WEEKLY OF BUSINESS AVIATION

DAVE COLLOGAN/EDITOR
MONICA MOORE/ASSISTANT EDITOR
1156 15th STREET, N.W./WASHINGTON, D.C. 20005
PHONE: (202) 822-4600/TELEX: 89-2447

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DOT STATEMENT IS CONTRARY TO FINDINGS OF AIRPORT ACCESS TASK FORCE

A Transportation Department statement inserted into a report by the Airport Access Task Force puts DOT clearly at odds with many of the findings of that task force and appears to be in sharp contrast with previous statements by FAA Administrator J. Lynn Helms regarding aircraft noise.

The task force, which included representatives of major aviation groups in addition to representatives from DOT and the Justice Department, issued an executive summary of its findings that concludes "noise is a significant problem . . . (and that) local adoption of use restrictions is widespread and growing; continued proliferation of such restrictions will significantly degrade the national air transportation system and frustrate competition." While noting that temporary land use restrictions may be necessary at some locations, the summary states that "Congress should consider legislation directing FAA to examine locally proposed use restrictions to assure noise reduction to the maximum extent practical, determine whether meaningful noise reduction would result, and determine whether interstate commerce would be unduly burdened, while recognizing the federal government's liability to the extent that FAA mandates any changes to local rules."

DOT: Noise Is A Local Responsibility

A two-page document sent by DOT Secretary Elizabeth Dole to Dan McKinnon, CAB chairman and chairman of the task force report, states that "the primary obligation to address the noise problem always has been and remains a local responsibility . . . The Department, therefore, does not agree that the Federal Aviation Administration should be given authority to pre-empt state and local actions to deal with airport noise or that FAA has latent pre-emptive authority which can be tapped without statutory change."

The DOT statement says "state and local noise abatement efforts are an appropriate means to address specific noise problems . . . it would be inappropriate for the federal government to be in the business of controlling local land use decisions . . . therefore the Department has not sought nor does it seek the authority to pre-empt local land use planning or to assume liability attributable to aircraft noise."

Helms Advocated FAA Review of Local Noise Rules

Just over a year ago, in a speech to the Southern Methodist University Air Law Symposium, FAA Administrator J. Lynn Helms said he wanted to "reverse the trend of curfews and other limitations on airport use that have been adopted across the country in the name of noise reduction or environmental protection. If allowed to continue, these measures could cripple our air transportation system and stifle this nation's continued economic development" *(BA, Feb. 22, 1982/57)*.

Helms said the FAA general counsel was developing "comprehensive legislation" that "would continue to allow local authorities to propose whatever terms they deem acceptable for the operation of an airport . . . However, prior to implementation of any such plan, the legislation would require FAA review and approval." He said FAA's perspective will be "national in scope, recognizing that the closing of an airport even for one hour has effects on the national air transportation system well beyond the local community."

John Winant, president of the National Business Aircraft Association, who served on the task force, said he was "extremely disappointed" by the DOT statement, a view that was echoed by other task force

(Continued on the following page)

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY – FEBRUARY UNIT SHIPMENTS

		Feb. 83	Cal. Year	Fisc.* Year
BEECH AIRCRAFT CORP.				
• Single-Engine				
BE-77	Skipper	0	0	2
BE-C23	Sundowner	0	1	5
BE-C24R	Sierra	1	1	7
BE-F33A	Bonanza	0	1	6
BE-V35B	Bonanza	0	2	3
BE-A36	Bonanza	4	7	20
BE-B36TC	Bonanza	4	7	16
• Multi-Engine				
BE-B55	Baron	1	1	1
BE-E55	Baron	0	0	3
BE-58	Baron	2	3	13
BE-58TC	Baron	1	1	1
BE-58P	Baron	1	3	16
BE-76	Duchess	0	0	1
BE-B60	Duke	2	2	3
BE-C99	Airliner	0	0	1
BE-C90-1	King Air	3	4	12
BE-F90	King Air	3	3	8
BE-B100	King Air	0	0	1
BE-200	Super King Air	4	5	23
BE-200C	Super King Air	0	1	1
BE-200T	Super King Air	0	0	1
TOTAL		26	42	144
Manufacturers net billing - $15,760,518				
BRITISH AEROSPACE				
• Multi-Engine				
HS-125-700	Model A	0	0	4
HS-125-700	Model B	1	2	5
TOTAL		1	2	9
BRITTEN-NORMAN (Bembridge) LTD.				
• Multi-Engine				
BN-2	Islander	0	0	5
BN-2T	Islander	0	0	1
Mark III	Trislander	0	0	0
TOTAL		0	0	6
CESSNA AIRCRAFT CO.				
• Single-Engine				
CE-152		20	33	76
CE-A152	Aerobat	0	0	2
CE-172	Skyhawk	34	44	89
CE-172	Cutlass	2	4	4
CE-172RG	Cutlass	5	9	27
CE-180	Skywagon	0	0	0
CE-182	Skylane	3	7	37
CE-182	Turbo Skylane	1	2	5
CE-182RG	Skylane RG	5	8	15
CE-182RG	Turbo Skylane RG	3	3	10
CE-185	Skywagon	0	3	11
CE-U206	Stationair 6	9	16	29
CE-TU206	Turbo Stationair 6	4	12	27
CE-208	Stationair 8	0	2	5
CE-TU208	Turbo Stationair 8	0	0	0
CE-210	Centurion	0	1	9
CE-T210	Turbo Centurion	9	13	29
CE-P210	Pressurized Centurion	4	7	13
CE-188	AgHusky	2	5	10
CE-188	AgTruck	0	1	6
• Multi-Engine				
CE-303	Crusader	5	10	28
CE-310		0	0	0
CE-T310		0	0	0
CE-335		0	1	1
CE-340		1	3	7
CE-402		3	6	10
CE-404	Titan	0	0	2
CE-414	Chancellor	0	1	6
CE-421	Golden Eagle	0	2	7
CE-425	Conquest I	2	7	20
CE-441	Conquest II	3	6	13
CE-500	Citation I	0	2	11
CE-550	Citation II	2	7	29
CE-650	Citation III	0	1	1
CESSNA/REIMS AVIATION				
• Single-Engine				
CE-F152		1	3	9
CE-F152	Aerobat	0	0	1
CE-F172	Skyhawk	0	0	7
CE-FR172	Hawk XP	0	0	0
CE-F182	Skylane	0	0	0
CE-F182RG	Skylane RG	0	0	0
TOTAL		118	219	556
Manufacturers net billing - $20,745,302				

		Feb. 83	Cal. Year	Fisc.+ Year
AVIONS-MARCEL DASSAULT				
• Multi-Engine				
AD-My.10	Falcon	0	1	3
AD-My.20	Falcon	0	0	1
AD-My.50	Falcon	1	4	22
TOTAL		1	5	26
EMBRAER				
• Single-Engine				
EMB-200		0	0	0
EMB-201A	Ipanema	0	3	7
EMB-710	Carioca (Dakota)	1	2	2
EMB-711	Corisco (Arrow)	1	1	1
EMB-712	Tupi (Archer II)	0	0	0
EMB-720	Minuano (Saratoga)	0	0	1
EMB-721	Sertanejo (Saratoga)	0	0	2
• Multi-Engine				
EMB-110	Bandeirante	0	2	9
EMB-121	Xingu	0	0	3
EMB-810D	Seneca II	2	7	23
EMB-820	Chieftain	0	0	0
TOTAL		4	15	48
FAIRCHILD AIRCRAFT CORP.				
• Multi-Engine				
Metro IIA		0	0	2
Metro III		1	2	14
Merlin III-C		0	0	0
Merlin IV-C		0	0	5
TOTAL		1	2	21
(Exports: 1 Metro III to Denmark)				
GATES-LEARJET				
• Multi-Engine				
LR-25D		0	0	3
LR-35A		0	0	9
LR-36A		0	2	2
LR-55		1	1	17
TOTAL		1	3	31
GULFSTREAM AEROSPACE				
• Single-Engine				
GR-164	Agcat	0	0	1
• Multi-Engine				
G-47	Cougar	0	0	0
GR-1159A	Gulfstream III	1	3	17
AE-840	Turbo Commander	3	3	7
AE-900	Commander 900	0	0	2
AE-980		0	0	1
AE-1000		2	2	11
TOTAL		6	8	39
ISRAEL AIRCRAFT INDUSTRIES				
• Multi-Engine				
1124	Westwind	1	1	1
TOTAL		1	1	1
LAKE AIRCRAFT				
• Single-Engine				
LA-4-200	Buccaneer	1	2	10
TOTAL		1	2	10
MAULE AIRCRAFT				
• Single-Engine				
M-5-180C		0	0	2
M-5-200		0	0	1
M-5-235C	Lunar Rocket	1	1	2
M-6-235		1	4	9
TOTAL		2	5	14
MITSUBISHI				
• Multi-Engine				
Solitaire		0	0	0
Marquise		1	2	11
Diamond		3	4	17
TOTAL		4	6	28
MOONEY AIRCRAFT CORPORATION				
• Single-Engine				
M-20J	201	5	13	33
M-20K	231	3	7	38
TOTAL		8	20	71

PIPER AIRCRAFT CORP.		Feb. 83	Cal. Year	Fisc.+ Year
• Single-Engine				
PA-18-150	Super Cub	0	0	33
PA-38-112	Tomahawk	0	6	13
PA-28-161	Warrior	9	21	50
PA-28-181	Archer II	7	15	44
PA-28-236	Dakota	4	6	13
PA-28RT-201	Arrow IV	0	0	4
PA-28RT-201T	Turbo Arrow IV	4	7	25
PA-32-301	Saratoga	0	3	14
PA-32-301T	Turbo Saratoga	2	3	5
PA-32R-301	Saratoga SP	2	3	12
PA-32R-301T	Turbo Saratoga SP	4	5	15
PA-36-375	Pawnee Brave	0	10	42
• Multi-Engine				
PA-23-250	Aztec	0	0	0
PA-31-310	Navajo	0	0	2
PA-31-325	Navajo C/R	1	1	4
PA-31-350	Chieftain	9	11	24
PA-31T-301T	Cheyenne I	0	1	6
PA-31T-620	Cheyenne II	0	6	8
PA-31T2-620	Cheyenne II XL	0	2	5
PA-42-720	Cheyenne III	0	0	7
PA-34-200T	Seneca II	0	0	0
PA-34-220T	Seneca III	10	20	49
PA-44-180	Seminole	0	0	0
PA-44-180T	Turbo Seminole	0	0	1
PA-600A	Aerostar	0	0	0
PA-601B	Aerostar	0	0	0
PA-601P	Aerostar	0	0	0
PA-602P	Aerostar	5	7	11
PA-T1020		0	0	1
PA-T1040		0	1	7
TOTAL		57	128	395

Manufacturers net billing - $9,403,200

ROCKWELL INTERNATIONAL		Feb. 83	Cal. Year	Fisc.+ Year
• Multi-Engine				
NA-65	Sabreliner	0	0	0
Model 60		0	1	1
TOTAL		0	1	1

SHORT BROTHERS LTD.		Feb. 83	Cal. Year	Fisc.+ Year
• Multi-Engine				
SBJ-CS-7	Skyvan	0	0	0
SD-3-30		0	0	0
SD-3-60		2	4	7
TOTAL		2	4	7

UNIT SHIPMENTS COMPARATIVE TREND: 18 MANUFACTURERS

	February			Cal. Yr. to Date			Fisc. Yr. to Date+		
	1983	1982	1981	1983	1982	1981	1983	1982	1981
Beech	26	66	106	42	125	198	144	403	529
British Aerospace	1	3	2	2	5	2	9	15	4
Britten-Norman	0	5	0	0	6	4	6	14	18
Cessna	118	243	346	219	440	680	556	1366	2257
Dassault	1	8	8	5	16	14	26	33	35
Embraer	4(0)	22(7)	21(14)	15(5)	41(14)	47(26)	48(19)	90(41)	146(60)
Enstrom	-	*	5	-	*	10	-	8	22
Fairchild	1	7	5	2	11	5	21	47	28
Gates	1	7	5	3	12	12	31	56	50
Gulfstream	6	5	30	8	10	53	39	54	146
Israel	1	3	2	1	7	4	1	16	14
Lake	1	2	4	2	3	7	10	13	23
Maule	2	2	4	5	4	7	14	11	17
Mitsubishi	4	1	2	6	2	4	28	14	14
Mooney	8	21	22	20	41	41	71	113	116
Piper	57	98	219	128	181	394	395	650	1018
Rockwell	0	0	3	1	2	5	1	6	13
Short	2	1	0	4	4	0	7	11	5
TOTALS	233	479	777	463	883	1466	1407	2871	4369

Parentheses show actual Embraer deliveries, not including aircraft kits.

* Figures are not available from the manufacturer.
+ Fiscal Year: October 1 through September 30.

C9700-3 3/21/83

THE WEEKLY OF BUSINESS AVIATION

DAVE COLLOGAN/EDITOR
MONICA MOORE/ASSISTANT EDITOR
1156 15th STREET, N.W./WASHINGTON, D.C. 20005
PHONE: (202) 822-4600/TELEX: 89-2447

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TOP OFFICIALS RESHUFFLED AGAIN AT FAIRCHILD AIRCRAFT CORP.

Fairchild Industries Inc., which named a new president and top marketing official at Fairchild Aircraft Corp. in San Antonio, Tex. just last summer, has abruptly replaced those two men and made a number of other personnel changes. The unexpected replacement of Alan Kehlet as president and E. Judson Brandreth, Jr. as senior vice president-marketing and customer support, apparently signals a change in the marketing program for the Saab-Fairchild 340 aircraft being developed in conjunction with Saab-Scania of Sweden.

Kehlet and Brandreth joined Fairchild in San Antonio last June after serving in similar positions with the Sabreliner Division of Rockwell International *(BA, June 28/201).* They were hired to replace W. Daniel Heidt and Richard N. (Dick) Robinson *(BA, May 31/169).* Brandreth initially came to Fairchild as vice president-marketing, but was promoted last October to senior vice president-marketing and customer support *(BA, Nov. 1/140).* Despite their short time on the job, they were removed from those posts this month, apparently on the direct orders of Edward G. Uhl, Fairchild chairman and chief executive officer.

An announcement by the company last week said that Anthony J. (Tony) Spuria has been named to serve as president of the San Antonio operation, while Earl Morton will head up marketing activities. Spuria, a senior vice president of the parent company with responsibility for commercial aircraft activities, took over day-to-day operations at San Antonio following Heidt's reassignment. Morton, who has served in various marketing assignments with the company, had been named vice president-marketing late last year *(BA, Dec. 13/187).*

One Fairchild official in San Antonio described the personnel shifts as "the beginning of sort of an evolution" in marketing plans for the 340. Originally, a Saab-Fairchild joint venture group, headed by Tom Turner *(BA, May 24/162)* was to handle marketing of the 340 outside North America, while officials in San Antonio were to concentrate on both airline and corporate sales of the 340 in North America. Now Turner's group will apparently take on responsibility for marketing airline versions of the new aircraft worldwide, while San Antonio officials will concentrate only on corporate sales in North America.

Carl Ziegler, who had been serving as general sales manager and concentrating on possible government orders for the 340, has left the company. No replacement has been named. James Ross, who had been vice president-contracts, also has left Fairchild Aircraft Corp. David Candler, vice president-financial services, has assumed responsibility for the contracts function. George Mathwig, vice president-engineering, at San Antonio has been named director-engineering.

GAO RECOMMENDS DISPOSAL OF COAST GUARD'S GULFSTREAM AIRCRAFT

A General Accounting Office study has recommended that the Secretary of Transportation dispose of the U.S. Coast Guard's two Gulfstream aircraft at Washington National Airport, utilize more economical commercial airline service and issue a policy prohibiting the transportation of spouses, dependents and other nonofficial travelers on DOT aircraft.

The 13-page GAO report said the two Coast Guard aircraft—a Gulfstream I and II—cost "almost $2.6 million, including 458,000 gallons of fuel" to operate and maintain during fiscal year 1981 and were used "primarily to transport high-ranking DOT and Coast Guard officials, as well as their spouses and guests to

(Continued on the following page)

PUBLISHED BY THE BUSINESS PUBLICATIONS DIVISION OF ZIFF-DAVIS PUBLISHING CO. SUBSCRIPTIONS: ONE YEAR $190. SIX MONTHS $115.

STATUS OF AIRPORT AND AIRWAY TRUST FUND
December 31, 1982

	Current Month	Fiscal Year to Date
I. BALANCE - BEGINNING OF PERIOD	$3,872,348,866.51	$3,881,478,472.29
II. RECEIPTS:		
A. Excise Taxes (Transferred from General Fund):		
1. Any liquid fuel other than gasoline	7,000,000.00	22,210,000.00
2. Tires used on aircraft	80,000.00	234,000.00
3. Tubes used on aircraft	10,000.00	29,000.00
4. Gasoline:		
a. Commercial 4 cents tax	100,000.00	300,000.00
b. Non-commercial 4 cents tax	1,100,000.00	3,390,000.00
c. Non-commercial 8 cents tax	2,200,000.00	7,080,000.00
5. Transportation by air, seats, berths, etc.	168,700,000.00	443,240,000.00
6. Use of international travel facilities	5,700,000.00	14,400,000.00
7. Transportation of property and cargo	8,500,000.00	20,650,000.00
8. Use of civil aircraft	-0-	-0-
Total Tax Receipts	193,390,000.00	511,533,000.00
B. Less Reimbursement to General Fund-Refund of Taxes and Estimated Tax Credits:		
1. Commercial avaiation gasoline	-0-	-0-
2. Non-commercial gasoline	-0-	-0-
3. Civil aircraft	-0-	32,061.00
4. Any liquid fuel other than gasoline	-0-	33.00
5. Gasoline - Retailer's tax	-0-	112.00
6. Airline Ticket Refund	-0-	-0-
7. Gasoline - Manufacturers Tax	-0-	-0-
Total Reimbursement for Tax Refunds	-0-	32,206.00
Net Tax Receipts	193,390,000.00	511,500,794.00
C. Federal Payments	-0-	-0-
D. Transfers from the General Fund	-0-	-0-
E. Interest on Investments	234,940,658.64	239,883,661.96
Net Receipts	428,330,658.64	751,384,455.96
III. EXPENDITURES:		
A. Federal Aviation Administration:		
1. Operations	(689.95)	219,998,256.05
2. Grants-in-Aid for Airports	32,941,451.01	91,518,731.44
3. Facilities and Equipment	24,606,176.50	68,239,496.54
4. Research, Engineering and Development	4,144,501.87	14,114,245.50
B. Aviation Advisory Commission-Salaries & Expenses	-0-	-0-
C. Interest on Refunds of Taxes	-0-	4,113.00
Total Expenditures	61,691,439.43	393,874,842.53
IV. BALANCE-END OF PERIOD	4,238,988,085.72	4,238,988,085.72

STATEMENT OF FINANCIAL CONDITION

ASSETS:		
Undisbursed Balances: 1/		
Airport and Airway Trust Fund (20X8103)	$ (160.34)	
Operations	3,603.87	
Grants-in-Aid for Airports	(6,204,886.88)	
Facilities and Equipment	6,801,776.90	
Research, Engineering and Development	4,253,752.17	
Aviation Advisory Commission-Salaries and Expenses	-0-	$ 4,854,085.72
INVESTMENTS:		
U.S. TREASURY CERTIFICATES OF INDEBTEDNESS:		
11-1/2% maturing June 30, 1983	371,608,000.00	
11-3/4% maturing June 30, 1983	102,316,000.00	
12-3/8% maturing June 30, 1983	3,757,710,000.00	
12-7/8% maturing June 30, 1983	2,500,000.00	4,234,134,000.00
Total Assets		4,238,988,085.72
LIABILITIES:		-0-
EQUITY:		
Excess Assets over Liabilities		$4,238,988,085.72
Total Liabilities and Equity		4,238,988,085.72

1/ Does not agree with BA 6653 due to processing error.

Bureau of Government Financial Operations
Division of Financial Management
Trust & Revolving Funds Branch
Date: FEB 25 1983

Department of Treasury Chart

C9700-3 4/12/83

THE WEEKLY OF BUSINESS AVIATION

DAVE COLLOGAN/EDITOR
MONICA MOORE/ASSISTANT EDITOR
1156 15th STREET, N.W./WASHINGTON, D.C. 20005
PHONE: (202) 822-4600/TELEX: 89-2447

QUARTERLY INDEX

VOLUME 35, PART ONE

July — September, 1982

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AAR TECHNICAL SERVICE CENTER		
Completes formalization of service program to provide overhaul of Bendix fuel control operated on Pratt & Whitney PT6 engine	70/Aug.	30
ABBOTSFORD INTERNATIONAL AIRSHOW		
To be held Aug. 13-15 in Abbotsford, B.C.	22/July	19
ACCIDENTS		
FAA reports GA accidents in U.S. down more than eight percent in first half of 1982, fatalities up nearly four percent	33/Aug.	2
Crash of overloaded Cessna 414 kills 12 in Texas	35/Aug.	2
NTSB modifies probable cause of San Diego midair collision	51/Aug.	16
Landing accident to delay OMAC-1 flight tests	60/Aug.	23
Two Piper employes killed in fatal test flight crash	74/Sept.	6
Six killed in MU-2 takeoff crash in Colorado	91/Sept.	20
Soviet search and rescue satellite saves three Canadians	91/Sept.	20
ACQUISITIONS		
Brockway purchase of Pocono Airlines cancelled	100/Sept.	27
ADI TRANSPORTATION SYSTEMS		
Will conduct four-day seminar and workshops on Engine and Systems Performance Monitoring at the Sheraton, National Hotel, Washington, D.C. on Sept. 16	15/July	12
AERITALIA		
ITC rejects CAC petition of countervailing duties on ATR-42	9/July	12
Selects Sperry Flight Systems to provide avionics for ATR-42	63/Aug.	23
AERO SERVICES INTERNATIONAL, INC.		
Negotiates two-year, $4 million revolving line of credit with New Orleans bank	78/Sept.	6
AERO SYSTEMS INC.		
Reports record sales and earnings	3/July	5
AERONCA INC.		
Reaches agreement with IAM. on three-year contract	11/July	12
Reports increased earnings, decreased sales	99/Sept	27
AEROSPACE INDUSTRIES ASSOCIATION		
Issues report on barriers to U.S. Trade	18/July	19
AEROSPATIALE		
NTSB asks FAA to issue AD on Nord 262 propellers	4/July	5
ITC rejects CAC petition of countervailing duties on ATR-42	9/July	12
Selects Sperry Flight Systems to provide avionics for ATR-42	63/Aug.	23
AGUSTA HELICOPTERS		
Sperry Flight Systems designs new ColoRadar installation kit for the 109A twin-turbine helicopters	23/July	19
Receives two EMS orders with deposits for its 109A twin turbine helicopter	47/Aug.	9
AIR CHAPPARAL		
Purchases three planes from the government of Chile	71/Aug.	30
AIR ILLINOIS		
Carries 22,958 passengers in May	6/July	5
AIR LINE PILOTS ASSOCIATION		
Criticizes FAA's flight/duty time rules	19/July	19
Metro pilots join union	44/Aug.	9
AIR MIDWEST		
Announces 5.5 percent increase in passenger enplanements	39/Aug.	2
AIR NORTH		
President resigns, company implements furloughs	74/Sept.	6
AIR POLYNESIA INC.		
Found fit by CAB	64/Aug.	23
AIR TRAFFIC CONTROL		
Litton wins FAA procurement for ATC communications	20/July	19
FAA analysis shows benefits of new ATC system exceed expenses	51/Aug.	16
Industry groups push for House passage of controller pay package	101/Sept.	27
AIR TRANSPORT ASSOCIATION		
Endorses FAA's flight/duty time rules	19/July	19
AIR WISCONSIN		
To provide Muskegon, Mich. with additional non-stop Chicago O'Hare service	70/Aug.	30
Reports higher earnings and revenues	82/Sept.	13
AIRBUS INDUSTRIES		
DeHavilland Aircraft of Canada seeks a share of up to 10 percent in development and production of A320	37/Aug.	2
AIRCRAFT OWNERS AND PILOTS ASSOCIATION		
FAA Adm. Helms responds to AOPA letters on Airspace System Plan, letter reprinted on the backs of Pages 2-6	3/July	5

PUBLISHED BY THE BUSINESS PUBLICATIONS DIVISION OF ZIFF-DAVIS PUBLISHING CO. SUBSCRIPTIONS: ONE YEAR $190, SIX MONTHS $115.

Starts new monthly report on fuel prices	44/Aug.	9
President Baker praises House-Senate agreement requiring three of five NTSB members to have safety experience	46/Aug.	9
Says ultralight pilots will automatically be eligible for liability insurance	94/Sept.	20
Says Lockheed Dataplan will now perform international flight planning for association	102/Sept.	27
Will hold 27th annual convention and industry exhibit Oct. 31-Nov. 4 in Las Vegas, Nev.	103/Sept.	27
AIRMEC		
Airmec 83 to be held April 12-15, 1983 in Dusseldorf, W. Germany	63/Aug.	23
AIRPORT AND AIRWAYS TRUST FUND		
Has balance of $4.4 billion, chart on back of this page	30/July	26
AIRPORT DEVELOPMENT AID PROGRAM		
Senate Finance Committee includes ADAP bill in tax package	1/July	5
Senate passes ADAP legislation; House set to act this week	25/July	26
House-Senate conferees expected to discuss ADAP this week	35/Aug.	2
House-Senate conferees agree on compromise ADAP bill	41/Aug.	9
Congress passes five year ADAP bill	57/Aug.	23
One FBO plans to keep its fuel prices at current levels despite new fuel taxes that go into effect Sept. 1	61/Aug.	23
Collection of new aviation taxes to begin Wednesday	66/Aug.	30
Has balance of just under $4.5 billion at end of June; chart on back of this page	71/Aug.	30
IRS orders collection of new aviation taxes	73/Sept.	6
Reagan signs tax bill that includes new aviation levies	82/Sept.	13
AIRPORT OPERATORS COUNCIL INTERNATIONAL		
To hold 35th annual conference Oct. 10-15 at Philadelphia's Franklin Plaza Hotel	71/Aug.	30
AIRPORTS		
Stewart, Republic Airports turned over to New York State	2/July	5
FAA proposes departure changes at Palm Beach International Airport	12/July	12
Austin Jet Corporation begins construction on its new 22,500-square-foot facility at Austin's Robert Mueller Airport	53/Aug.	16
Study recommends elimination of CFR requirements at smaller airports	59/Aug.	23
Cascade Airlines adds new service to Kalispell, Whitefish and Columbia Falls, Washington	69/Aug.	30
Justice Department files suit to block curfew at Republic Airport	90/Sept.	20
AIRWORK CORP.		
Installs air cooled hot sections on PT6-27 and -28 engines	23/July	19
ALASKA		
FAA will consolidate its GA District Office and Air Carrier District Office in Anchorage	22/July	19
De Havilland Aircraft of Canada sells two DHC-6 Twin Otters to Alaskan National Guard	54/Aug.	16
ALCOR, INC.		
Announces the availability of the multi-channel combustion analyzer	31/July	26
ALLRED INTERNATIONAL		
Markets business jet with a range of 8,200 nautical miles	22/July	19
ALTAIR AIRLINES, INC.		
Offers nonstop service (Aug. 1) from Philadelphia to Boston, Memphis and Birmingham	38/Aug.	2
Reports available seat miles for July 1982 increased 13.7 percent	71/Aug.	30
ALYESKA AIR SERVICE		
Found fit by CAB; to inaugurate service to Skwentna, Alaska	94/Sept.	20
AMERICAN AIRLINES		
Selling its Caribbean Commuter operation	17/July	19
Appeals court rejects petitions by Houston and American Airlines and upholds DOT regulations restricting nonstop air carrier operations to and from Washington's National Airport to those facilities with a 1,000-mile perimeter	28/July	26
Says it has not yet sold Caribbean commuter operation	53/Aug.	16
Signs agreement with RCA Service Co. who will provide on-site preventative and remedial maintenance for its SABRE communications equipment	78/Sept.	6
AMERICAN AEROSPACE INDUSTRIES		
Will sponsor and organize their third consecutive Joint American Exhibit at Farnborough International '82	22/July	19
AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES		
Will hold National Airports Conference in Norman, Okla. on Oct. 3-6	15/July	12
AMERICAN HELICOPTER SOCIETY		
To hold 39th annual forum and technology display at the Sheraton Hotel and Cervantes Convention Center, St. Louis, Mo. on May 8-11, 1983	30/July	26
Will sponsor a Commercial Helicopter Design Conference Nov. 4-5 at the Adams Mark Hotel in Houston, Tex.	31/July	26
AMERICAN INSTITUTE OF AERONAUTICS AND ASTRONAUTICS		
To give General Aviation Award to Stanley J. Green, vice president and general counsel of GAMA	61/Aug.	23
AMERICAN SOCIETY FOR TESTING AND MATERIALS		
Committee E-24 to sponsor Sixteenth National Symposium on Fracture Mechanics Aug. 15-18, 1983 in Columbus, Ohio	95/Sept.	20
APPOINTMENTS		
Alvarado, vice president-government relations, Signal Companies Inc.	64/Aug.	23
Armstrong, Elizabeth K., vice president, Los Angeles City Board of Airport Commissioners	56/Aug.	16
Atwood, Walt, manager of product support-plans and programs, Mitsubishi Aircraft International	8/July	5
Bego, Eugene U., president, Power Transmission Division of Ex-Cell-O Corp.	40/Aug.	2
Black, Robert L., vice president-engineering, Indiana Gear Works	56/Aug.	16
Bobbitt, Charles D. II, general manager-aircraft services, Page Avjet Corp.	64/Aug.	23
Boisture, W.W. Jr., vice president-marketing and sales, SimuFlite Training International Inc.	56/Aug.	16
Bonasia, John J., general manager of the General Electric Aviation Service Operation	40/Aug.	2

Bohn, Robert P., Agusta Aviation Corp., director of finance and administration 48/Aug. 9
Boyd, Alan S., chairman and president, Airbus Industrie of North America 56/Aug. 16
Boyd, Thomas, business development manager, Clifton Precision 32/July 26
Boyne, Walter J., acting director of the National Air and Space Museum 8/July 5
Brandsma, Gijis, head of press and information division, Schipol Airport Authority 16/July 12
Burton, Clifton Y., area manager-San Juan, Aeronautical Radio Inc. 24/July 19
Byard, Gary, service engineer, Airwork Corp. 64/Aug. 23
Campbell, Nicholas L., vice president-engineering, Midcoast Aviation Service Inc. 104/Sept. 27
Carlson, William, director of procurement, Agusta Aviation Corp. 48/Aug. 9
Carson, Cecil H. Jr., vice president-marketing, Aircraft Technical Publishers 32/July 26
Churchville, Louis F. Jr., manager-advertising and sales promotion, Page Avjet Corp. 64/Aug. 23
Clifton, Fred M., service manager-interior shop, Aviall 96/Sept. 20
Coats, Sam, vice president-external affairs, Southwest Airlines 96/Sept. 20
Corrigan, Terry, Midwest Regional representative, Scott Aviation 80/Sept. 6
Crawford, Ronald G., regional manager-sales, Shorts 80/Sept. 6
Curtin, Daniel, director-finance and systems, Aviall 88/Sept. 13
Davis, James C., manager of technical service-Product Support organization for Sperry Flight Systems 72/Aug. 30
Davis, John III, chief pilot and plant engineering manager, Terra Corp. 24/July 19
Davis, Lou, editor, commuter and regional airline news and feature section, *Air Transport World* 8/July 5
Davis, Roger, president and treasurer, Air Service Inc. 48/Aug. 9
Davis, T.H., Jr., manager of airport and air traffic services, Piedmont Aviation 24/July 19
Doyle, Charles Edward, legislative assistant, Washington staff of Sen. Nancy Kassebaum 40/Aug. 2
Druen, Walter D. Jr., president, Hughes Aviation Services 48/Aug. 9
Eubanks, Lottie, J., director of administration, EDO Corp. 24/July 19
Evans, Thomas T., general manager of Page Avjet Aircraft Services facility at Orlando International Airport 40/Aug. 2
Feldman, Arlene B., director, New Jersey Division of Aeronautics 72/Aug. 30
Flanigan, Robert P., sales representative-service and parts sales department, Keystone Helicopter 32/July 26
Gannon, Edgar C., plant manager-Aerospace Division, UOP Inc. 32/July 26
Gladwell, Charles L., captain of the HS-125 and Jetstream 31, British Aerospace 32/July 26
Glaum, Capt. Daniel, chief pilot, Midstate Airlines 88/Sept. 13
Gogia, Jugal K., president, Power Equipment Division, Lear Siegler Inc. 48/Aug. 9
Grady, Gerald, corporate charter coordinator, Beckett Aviation 80/Sept. 6
Griffing, Henry (Pete), vice president and general sales manager, Page Beechcraft Division of Page Avjet Corp. 24/July 19
Grimaldi, John V., executive director-Institute of Safety and Systems Management, University of Southern California 32/July 26
Gross, Richard H., manager-Huntsville, Ala. plant, PPG Industries 16/July 12
Hall, Keith E., chief financial officer, Standard Aero International Inc. 80/Sept. 6
Hampton, Gregory, Southwest Regional sales manager-109A twin turbine helicopter, Agusta Aviation 48/Aug. 9
Harcum, George L., assistant vice president-underwriting, Avemco Insurance Co. 64/Aug. 23
Harris, Edward A., corporate controller, Aviall 32/July 26
Hebel, Robert W., president-Romec Division, Lear Siegler Inc. 48/Aug. 9
Herrman, Norma C., director of cargo marketing, American CASA Distributor Inc. 72/Aug. 30
Heslop, Dr. John, technical director-tubular products, Cabot Corp. 104/Sept. 27
Irby, E. Albert, director of material, Purex Aviation Group 104/Sept. 27
Ireland, William G., divisional sales manager-Scottsdale, Ariz. FBO, Beckett Aviation 24/July 19
Jensen, David, manager of public relations and information services, Garrett Pneumatic Systems Division 24/July 19
Jordan, Lester A. (Les), director-communications planning, Beech Aircraft Corp. 72/Aug. 30
Keating, Robert R., corporate vice president, Litton Industries 104/Sept. 27
Keins, Edward L., vice president-sales, Aviation Simulation Technology Inc. 72/Aug. 30
Kenna, James J., vice president-operations, Bell Helicopter Textron 88/Sept. 13
Kernan, William P. (Pat), division manager, Aero Services International's Houston/Arcola FBO 8/July 5
Lolli, John D., director of management information services, Purex Aviation Group 104/Sept. 27
Lowe, Alan, director of marketing, Eldec 40/Aug. 2
Leach, Jim, president, National Aviation Underwriters 72/Aug. 30
Lee, William E., director-charter and convention sales and services, Piedmont Airlines 96/Sept. 20
Mariano, Richard A., customer liaison-service and parts sales department, Keystone Helicopter 32/July 26
Maxey, Jackson D., vice president and general manager of E-Systems ECI Division 40/Aug. 2
McCaw, Bruce R., board of directors, Horizon Air 40/Aug. 2
McGaughey, Emmet C., president, Los Angeles City Board of Airport Commissioners 56/Aug. 16
Meyer, Gerard, senior vice president-customer support, Falcon Jet Corp. 48/Aug. 9
Middleton, John, vice president-aircraft services, Van Dusen Air Inc. 72/Aug. 30
Pearson, Dayton R., manager-avionics, Aviall 96/Sept. 20
Price, Gerald F., senior vice president-materials

and purchasing, Aviall 56/Aug. 16

Quinn, Robert J., director of industrial relations, Purex Aviation Group 104/Sept. 27

Reardon, Robert, general manager of Page Avjet's Aircraft Services Division facilities, Washington-Dulles International Airport 24/July 19

Richardson, D.J., director and general manager, Dowty Precision Castings 88/Sept. 13

Rotha, Fred, senior director-program management-Tucson facility, Gates Learjet Corp. 24/July 19

Rutherford, George P., manager of new special products program, Aviall 72/Aug. 30

Schiff, Gary, regional manager-Florida, Airwork Corp. 24/July 19

Shafer, Karla DuBou, tax manager, Page Avjet Corp. 88/Sept. 13

Shaw, C. Richard III, manager-Denver branch, Armco Industrial Credit Corp. 104/Sept. 27

Silitch, Mary, executive director, Aircraft Owners and Pilots Association affiliate Seaplane Pilots Association 40/Aug. 2

Silva, Paul D., director-material handling, Gates Learjet Corp. 40/Aug. 2

Sloan, Clive W., vice president-product assurance, Bell Helicopter Textron 88/Sept. 13

Smith, Deets, divisional sales manager-Chicago/Midway operation, Beckett Aviation 24/July 19

Stanford, Robert F., district sales manager, Gates Learjet Corp. 16/July 12

Staunton, Michael A., vice president-systems operations/scheduling, Federal Express Corp. 80/Sept. 6

Sturm, Ernst F. (Ernie), director-strategic planning, Beech Aircraft Corp. 72/Aug. 30

Tonkin, James E., board of directors, Horizon Air 8/July 5

Venezia, Morris, vice president-marketing, Terra Corp. 24/July 19

Vincent, Neil G., director of cargo sales, American CASA Distributor Inc. 72/Aug. 30

Voyles, Larry, manager-logistics, Mitsubishi Aircraft International 8/July 5

Walton, J. Clifford, vice president-Aviation Division, GKD Advertising 32/July 26

Williams, David E., manager-Valencia, Calif. plant, PPG Industries 16/July 12

Wilson, Richard G., vice president-flight operations, Flying Tigers 16/July 12

Wineberg, Jonathon, M., director of message services, Aeronautical Radio Inc. 24/July 19

Wittman, Thomas J., sales executive-airline for western U.S., British Aerospace Inc. 16/July 12

Wofford, James J., manager of business planning and analysis for aircraft products, PPG Industries 16/July 12

Woody, Harold, M., vice president-technical operations, Flying Tigers 16/July 12

Yeager, Donald, director-airline service division, Butler Aviation International Inc. 72/Aug. 30

Young, Clarence F., manager of purchasing and stores, Mid Pacific Air 16/July 12

ARIZONA PACIFIC INC.

Denied fitness determination by CAB 64/Aug. 23

AUBURN UNIVERSITY

Sponsors 18th Annual Southeastern Airport Management Seminar March 1-3, 1983 69/Aug. 30

AUSTIN JET CORP.

Begins construction on its new 22,500-square-foot facility at Austin's Robert Mueller Airport 53/Aug. 16

AUSTRALIA

DOA awards Gulfstream contract for seven Jetprop Model 1000 aircraft 39/Aug. 2

AVCO LYCOMING DIVISION

Says they have had discussions with two business aircraft manufacturers about use of ALF502 engines on new business jets 5/July 5

Begins production at new S.C. division 43/Aug. 9

AVIALL

Schedules four technical seminars for general aviation industry 103/Sept. 27

AVIATION CONSUMER ACTION PROJECT

CAB rejects Nader plan for promoting aviation consumer group 76/Sept. 6

AVIATION DISTRIBUTORS AND MANUFACTURERS ASSOCIATION

Plans to hold a series of one-day seminars for top management 22/July 19

THE AVIATION GROUP INC.

Moves to new Raleigh offices 69/Aug. 30

Reports sharp increase in earnings 101/Sept. 27

AVIATION INSURANCE UNLIMITED AGENCY

Offers FAA Pilot Examiners liability coverage 69/Aug. 30

AVIONS MARCEL DASSAULT-BREGUET AVIATION

Receives supplemental type certification from the French DGAC and the U.S. FAA 38/Aug. 2

AVMARK SERVICES INC.

Opens new headquarters adjoining Miami International Airport 7/July 5

Publishes *Small Transport Aircraft*, 50-pages, $75 30/July 26

AWARDS

Edward W. Stimpson chosen by National Aeronautic Association as 1981 recipient of Frank G. Brewer Trophy 54/Aug. 16

NAA selects recipients of 1982 Elder Statesmen of Aviation awards 55/Aug. 16

Stanley J. Green, vice president and general counsel for GAMA, awarded AIAA's General Aviation Award 61/Aug. 23

NAA Wright Trophy Selection Committee selects Willis M. Hawkins Jr., senior advisor to the Lockheed Corp., as the 1982 recipient of the Wright Brothers Memorial Trophy 87/Sept. 13

- B -

BANKRUPTCY

PATCO files for Chapter 7 bankruptcy 3/July 5

BATELLE-COLUMBUS LABORATORIES

Examines ways to repair hard-to-bond materials used in critical aircraft parts 7/July 5

Proposes a study to forecast commercial uses for advanced structural composite materials during the next ten years 23/July 19

Develops guide that allows airframe designers to determine manufacturing costs 63/Aug. 23

BEECH AIRCRAFT CORP.

Linden Blue stresses expansion of product line in speech to employes 5/July 5

Sales down over 20 percent in first half 19/July 19

Parker Hannifin Corp. receives FAA/STC

approval for new wheel and brake conversion kit for Beech 90 series aircraft 47/Aug. 9
Raisbeck Engineering completes certification of newly designed main landing gear doors for high flotation gear-equipped King Air 200s 47/Aug. 9
Receives Army contract to demonstrate using liquid methane to fuel a Hughes TH-55A helicopter 53/Aug. 16
President Blue details single-engine turboprop program, facility expansion 59/Aug. 23
Cancells plans to hold 1983 International Sales Conference 61/Aug. 23
Blue says he does not anticipate any major personnel changes 61/Aug. 23
Blue says he will try to eliminate duplication in Beech product line 61/Aug. 23
Plans facility expansion, 7,500-foot runway 66/Aug. 30
To provide Bonneville Power Administration, Portland, Ore., with Super King Air B200 69/Aug. 30
D. Branierd Holmes takes over as Beech chairman 82/Sept. 13
Model 1900 makes first flight 84/Sept. 13
Mike Smith Aero Inc. announces availability of drag-reducing nose modification for Bonanzas 87/Sept. 13
Wins army contract for converting helicopters to methane fuel 92/Sept. 20
Awarded $14.8 million contract by Electromagnetic System Laboratories to modify 13 Army transport aircraft for installation of electronic reconnaisance equipment 95/Sept. 20
Announces increase in King Air production 100/Sept. 27

BELL HELICOPTER TEXTRON
Receives Army contract to produce 10 UH-1H utility helicopters for Turkey 7/July 5
Will deliver three Model 214ST SuperTransports to British Caledonian Helicopters Inc. 22/July 19
Names Patrick A. Briggs director-international marketing 38/Aug. 2
Says its improved twin engine Model 222B has been certificated by FAA for single-pilot IFR operation without a stability augmentation system 54/Aug. 16
Announces additional duties for two of its top officials 77/Sept. 6
FAA completes formal type certification process of the Model 222B 79/Sept. 6
Receives $19 million contract with Boeing Vertol Co. from U.S. Army to develop composite blades for UH-1H helicopters 87/Sept. 13

BENDIX CORP.
Former international marketing manager Patrick Briggs named director-international marketing for Bell Helicopter Textron 38/Aug. 2
Opens new regional support center at Ft. Worth's Meacham Field 47/Aug. 9
David S. Osterhout named director of government relations for Aerospace-Electronics Group 95/Sept. 20
General Aviation Avionics Division announces new EFIS and EICAS systems for turbine-powered aircraft 102/Sept. 27

BOEING COMMERCIAL AIRPLANE CO.
Selects Lear Siegler Inc. to provide its new 737-300 with state-of-the-art computerized system to maximize aircraft performance 78/Sept. 6
P&W, Lockheed agree on 727 re-engine program 90/Sept. 20

BOEING VERTOL CORP.
Delivers three 414s to Spanish Army 47/Aug. 9
Awarded NASA contract for tilt-rotor blades 52/Aug. 16
234 combis approved for service 60/Aug. 23
Receives $19 million contract with Bell Helicopter Textron Inc. from U.S. Army to develop composite blades for UH-1H helicopters 87/Sept. 13

BRITISH AEROSPACE
Jetstream 31 receives CAA certification, but orders lacking 2/July 5
Signs agreement with British Air Ferries who will perform the route proving portion of the BAe 146 certification process 31/July 26
Prepares for retirement of three top executives 36/Aug. 2
Reaches agreement with Dan-Air for two BAe 146 Series 100 aircraft 53/Aug. 16
Says first Series 200 version of BAe 146 made its first flight Aug. 1; photo on back of this page 55/Aug. 16
Peregrine Air Services, Scotland, purchases a BAe Jetstream 31 and is discussing the purchase of a second 87/Sept. 13
Announces new proposed variant of Jetstream 31 light turboprop transport 93/Sept. 20

BRITISH CALEDONIAN HELICOPTERS LTD.
Will take delivery of three Model 214ST SuperTransports manufactured by Bell 22/July 19

BRITISH AIR FERRIES
Agrees to perform the route proving portion of the BAe 146 certification program for British Aerospace 31/July 26

BROCKWAY INC.
Purchase of Pocono Airlines cancelled 100/Sept. 27

BROKERS, AIRCRAFT
National Aircraft Associates formed by 10 aircraft marketing and service firms for specializing in buying and selling turbine-powered aircraft 12/July 12

BUSINESS AND COMMERCIAL AVIATION
Business and Commercial Aviation magazine offers special reprints of three-part article, "Justifying Corporate Aircraft" 78/Sept. 6

BUTLER AVIATION INTERNATIONAL INC.
Declares regular quarterly cash dividends of 13 cents per share 38/Aug. 2
Reports lower revenues and net income 52/Aug. 16
U.S. Jet Aviation moves to its new suite of offices at Washington National Airport's Butler terminal 53/Aug. 16

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CALIFORNIA
NTSB modifies probable cause in San Diego midair collision 51/Aug. 16

CAMEROON
Purchases two DHC-5 Buffalo tactical transport aircraft for Armed Forces 30/July 26

CANADA
Federal Express providing service to seven Canadian cities 2/July 5
Government announces Montreal-Toronto-Ottawa

STOL service 59/Aug. 23
Soviet search and rescue satellite saves three Canadians 91/Sept. 20
Ontario government Challenger order is dropped 100/Sept. 27

CANADAIR LTD.
Sells two CL-215 forest fighting aircraft to Italy 55/Aug. 16
Canadair to reduce work force by 25 percent 58/Aug. 23
Rolls out first production Challenger 601 business jet 70/Aug. 30
Ontario government Challenger order dropped 100/Sept. 27

CANADIAN BUSINESS AIRCRAFT ASSOCIATION
Will hold its annual convention October 27-29 at Harbor Castle Hilton, Toronto, Canada 14/July 12

CASCADE AIRWAYS
Ordered by CAB to continue its present service to Astoria/Seaside, Ore. until Aug. 25 30/July 26
Finalizes schedule for Glacier Park International Airport 69/Aug. 30
CAB prohibits from suspending service at Astoria/Seaside, Ore. until Sept. 24 88/Sept. 13
Reports record high August traffic of 28,748 passengers--a 63 percent increase over August 1981 95/Sept. 20

CERTIFICATION
FAA establishes fees for certification of foreign airmen and agencies 60/Aug. 23

CESSNA AIRCRAFT CORP.
Reorganizes marketing divisions; Lair reassigned 9/July 12
Offers zero-percent financing in Europe 11/July 12
Says earnings down but company sound 27/July 26
Elects John T. Stewart III, president of Plessey Aero Precision Corp., to its board of directors 29/July 26
Crash of overloaded 414 kills 12 in Texas 35/Aug. 2
Releases firm performance figures for Citation III 67/Aug. 30
Offers early retirement for salaried employes 68/Aug. 30
Citation III to be outfitted with oxygen masks by Puritan-Bennett Aero Systems Co. 70/Aug. 30
Air Force rejects proposal for T-39 replacements 83/Sept. 13
Russ Meyer to announce new program in New York during NBAA convention 93/Sept. 20
Rolls out first production model of Citation III 93/Sept. 20
Prepares booklet, *Aircraft Co-Ownership* 95/Sept. 20
Announces turnkey lease package for Conquests, Citations 97/Sept. 27
Rolls out first production model of Citation III, photo on back of page 102/Sept. 27

CESSNA FINANCE CORP.
Peter Redman named president of Cessna Finance Corp. 92/Sept. 20

CHADWICK INC.
Will preview new product, the C-600 "Safeweight" at this week's NBAA convention 94/Sept. 20

CHARTS
Business/Personal Aircraft industry--June unit shipments 13/July 12
List of requests for exemptions on the backs of Pages 14-16 14/July 12
GAMA first-half shipments chart on the back of Page 18 17/July 19
FAA publishes noise status report for transport aircraft; chart on back of page 20/July 19
List of requests for exemptions on the backs of Pages 22 and 23 22/July 19
Airport and Airway Trust Fund balance chart on the back of this page 30/July 26
General Aviation accident chart on the back of page 34 33/Aug. 2
List of requests for exemptions on the backs of Pages 46 and 47 46/Aug. 9
Business/Personal Aircraft Industry--July Unit Shipments 45/Aug. 9
FAA fee schedule for certification services performed outside U.S. on the back of this page 60/Aug. 23
List of requests for exemptions on the backs of Pages 62 and 63 62/Aug. 23
NTSB Revised Policy on Outside Communications on the back of this page 68/Aug. 30
Status of Airport and Airway Trust Fund chart on back of this page 71/Aug. 30
IRS news release ordering collection of new aviation taxes reprinted on the back of Page 74 73/Sept. 6
List of requests for exemptions on the backs of Pages 86 and 87 86/Sept. 13
List of requests for exemptions on the back of this page 79/Sept. 6
Business/Personal Aircraft Industry--August Unit Shipments 85/Sept. 13
Performance figures of Piper's new Cheyenne IV on chart on backs of Pages 94 and 95 89/Sept. 20
NTSB recommendations to FAA on CVR/FDR units for turbine aircraft shown on backs of Pages 90 and 91 90/Sept. 20
NTSB recommendations to FAA regarding pilot training on turbojets on back of this page 98/Sept. 27
List of FAA flight service stations temporarily or partially closed on backs of Pages 99 and 100 99/Sept. 27
Industry letter of House passage of controller pay bill on back of this page 101/Sept. 27
List of requests for exemptions on the back of this page 103/Sept. 27

CHILE
Air Chapparal purchases three planes from government 71/Aug. 30

CHINA, PEOPLE'S REPUBLIC OF
Pratt & Whitney sells turboprops to country for new Y11T aircraft 52/Aug. 16

CIVIL AERONAUTICS BOARD – *General*
Essential service program dependent on subsidy bill 1/July 5
Dismisses application by Henson Aviation Inc. to operate DC-9-5 aircraft without obtaining certificate of convenience and necessity 6/July 5
May request transfer of 1,000 slots from GA 9/July 12
To scrutinize commuter safety records 10/July 12
UPS wants to meet with airlines about carriage of mail since CAB going out of business 11/July 12

Finds Gull Air Inc. and Colorado Air Freight tentatively fit 14/July 12
Adopts final rule amending section 223.2 that will allow airlines to issue their own restrictions regarding issuance of transportation passes 14/July 12
Issues final rule eliminating unnecessary reports on extension of credit by airlines to federal political candidates 15/July 12
Adopts show-cause order that prevents carriers from "burying" an item that relieves the carrier from any responsibility to transport a passenger to the destination airport named on his ticket 15/July 12
Reagan expected to sign bill containing CAB subsidy funds 17/July 19
Asks FAA to give GA slots to carriers 25/July 26
Delays issuance of NPRM on bumping proposal 27/July 26
Chairman McKinnon anticipates 40 percent subsidy cut in FY 1983 28/July 26
McKinnon is serious about checking safety records of carriers seeking fitness determinations 29/July 26
Allows Rocky Mountain Airways Inc. to terminate service at Laramie, Wyo. 29/July 26
Finds Garlines Inc. fit to provide service as a commuter air carrier 30/July 26
Orders Cascade Airways Inc. to continue its present service to Astoria/Seaside, Ore. until Aug. 25 30/July 26
Commuters seek slot discussion authority at Washington National Airport 35/Aug. 2
Adjusts rates of compensation for Puerto Rico International Airlines 38/Aug. 2
To issue NPRM on bumping proposal 42/Aug. 9
Submits recommendations on slot allocations to FAA 43/Aug. 9
Nader proposes formation of passenger group through ticket inserts to CAB 44/Aug. 9
Chairman McKinnon says again he is serious about scrutinizing safety records. 46/Aug. 9
Allows commuters to discuss slot allocation at National Airport 50/Aug. 16
May ask carriers not yet certificated to put passenger funds in escrow; finds Hawaii Express tentatively fit 51/Aug. 16
Finds Air Polynesia Inc. tentatively fit 64/Aug. 23
Denies Arizona Pacific Inc. fitness request 64/Aug. 23
Finds F&F Aircraft Leasing Inc. tentatively fit 64/Aug. 23
Allows Republic Airlines Inc. to suspend service to Kalispell, Mont. 64/Aug. 23
Issues NPRM outlining bumping provisions 65/Aug. 30
Reinstates double-bumping provision 74/Sept. 6
Rejects Nader plan for promoting aviation consumer group 76/Sept. 6
Cuts reporting requirements for smaller carriers 76/Sept. 6
Prohibits Cascade Airways Inc. from suspending service at Astoria/Seaside, Ore. until Sept. 24 88/Sept. 13
Exempts Frontier Airlines Inc. from the notice provisions of Sections 401 and 419 to permit it to reduce service between Salina, Kan. and Kansas City by operating one daily round trip 88/Sept. 13
Finds Gull Air Inc. fit 88/Sept. 13
Finds Maine Air Transport fit 88/Sept. 13
Requires Metroflight Inc. to continue providing EAS at Lawton/Ft. Sill, Okla. through Sept. 29 88/Sept. 13
Prohibits Republic Airlines Inc. from reducing service at Sault Ste. Marie, Mich. and Thief River Falls, Mich. through Sept. 27 88/Sept. 13
Considering RAA request on Default Protection Plan 92/Sept. 20
Will allow Wien Air Alaska Inc. to suspend service at Skwentna, Alaska once Alaska Air Service inaugurates service 94/Sept. 20

CIVIL AVIATION AUTHORITY
  BAe Jetstream 31 receives CAA certification, but orders lacking 2/July 5
  Gulfstream Commander Jetprop 1000 receives airworthiness type certificate from CAA of United Kingdom 54/Aug. 16
  Boeing Vertol 234 combis approved for service by FAA and CAA 60/Aug. 23
  Awards certification to Shorts 360 83/Sept. 13

CIVIL PILOTS FOR REGULATORY REFORM
  Pilot group files suit over Part 67 medical standard changes 49/Aug. 16

COLORADO
  Six killed in MU-2 takeoff crash in Colorado 91/Sept. 20

COLORADO AIR FREIGHT
  Found tentatively fit by CAB 14/July 12

COMAIR INC.
  Orders two commuter aircraft from Shorts 3/July 5

COMBS FREIGHTAIR
  To begin all cargo service between Denver and eight Western U.S. cities 86/Sept. 13

COMMUTER AIRCRAFT CORP.
  ITC rejects CAC petition 9/July 12
  Announces David Tod is named chairman of the board 29/July 26
  Elects Dr. Raymond L. Bisplinghoff vice chairman of board and W.G. Lyden Jr. director 62/Aug. 23

COMMUTERS
  CAB to scrutinize commuter safety records 10/July 12
  American selling its Caribbean commuter operation 17/July 19
  Seeks slot discussion authority at Washington National Airport 35/Aug. 2
  CAB allows commuters to discuss slot allocation at National Airport 50/Aug. 16
  American Airlines has not yet sold Caribbean commuter operation 53/Aug. 16
  CAB cuts reporting requirements for smaller carriers 76/Sept. 6

CONFISCATED AIRCRAFT RECOVERY INTERNATIONAL INC.
  Becomes affiliate of International Aviation Theft Bureau 55/Aug. 16

CONSUMER GROUPS
  Nader proposes formation of passenger group through ticket inserts 44/Aug. 9

CONTRACTS
  Bell Helicopter receives Army contract from Turkey to produce 10 UH-1H utility helicopters 7/July 5
  Aeronca and IAM reach agreement on three-year contract 11/July 12

- Serv-Air Inc. receives two contracts totaling $14 million for aircraft maintenance and related services in Saudi Arabia and Mexico 14/July 12
- King Radio Corp. receives contract from U.S. Army for helicopter communications systems 21/July 19
- Boeing Vertol awarded NASA contract for tilt-rotor blades 52/Aug. 16
- Beech Aircraft Corp. receives Army contract to demonstrate using liquid methane to fuel a Hughes TH-55A helicopter 53/Aug. 16
- Singer Company's Link Flight Simulation Division has been awarded a $29.7 million contract by Navy for prototype AH-65 helicopter combat mission simulator 55/Aug. 16
- Hazeltine Corp. receives $1.4 million contract from Navy for AN/APX-72 IFF transponders 55/Aug. 16
- RMP International Ltd. awarded contract to develop $50 million aircraft and engine facility in United Arab Emirates 55/Aug. 16
- Kaman Aerospace Corp. receives advance acquisition contract for procurement of 18 additional Kaman SH-2F helicopters from U.S. Navy 77/Sept. 6
- NASA's Lewis Research Center awards Hamilton Standard Division of United Technologies $7.4 million contract to further develop Prop Fan 79/Sept. 6
- Bell Helicopter Textron and Boeing Vertol receive $19 million contract from U.S. Army for development of composite rotor blades for UH-1H helicopters 87/Sept. 13
- Beech wins army contract for converting helicopters to methane fuel 92/Sept. 20
- Total Flood Corp. awarded contract to design engine fire protection system for Dornier 128-6 94/Sept. 20
- Beech Aircraft Corp. awarded contract by Electromagnetic System Laboratories to modify 13 Army transport aircraft for installation of electronic reconnaisance equipment 95/Sept. 20
- Western Gear Corp. receives contract from General Electric to manufacture accessory drives for the GE T-64 engine 95/Sept. 20

CONVENTIONS, MEETINGS & SHOWS
- RTCA Executive Committee to hold meeting July 16, Washington, D.C. 5/July 5
- FAA schedules meeting on future navigation systems; to be held August 3-4 at Washington headquarters 11/July 12
- CBAA, annual convention, October 27-29 Harbor Castle Hilton, Toronto, Canada 14/July 12
- National Airports Conference, sponsored by AAAE and University of Oklahoma, Norman, Okla., Oct. 3-6 15/July 12
- ADI Transportation Systems, Engine and Systems Performance Monitoring seminar and workshops, Sheraton National Hotel Washington, D.C. Sept. 16 15/July 12
- NBAA exhibit space sold out; hotel rooms available 27/July 26
- American Helicopter Society to hold its 39th annual forum and technology display at the Sheraton Hotel and Cervantes Convention Center, St. Louis, Mo. on May 8-11, 1983 30/July 26
- National Agricultural Aviation Association to hold its 16th annual convention Dec. 6-9 at the Las Vegas Hilton 31/July 26
- American Helicopter Society and Helicopter Association International will sponsor a Commercial Helicopter Design Conference Nov. 4-5 at the Adams Mark Hotel in Houston, Tex. 31/July 26
- RTCA Special Committee 147 on traffic alert and collision avoidance systems will hold meeting Sept. 1-2 in Washington 54/Aug. 16
- International Aerospace and Ground Conference on Lightning and Static Electricity to hold 1983 conference June 21-23 in Fort Worth, Tex. 62/Aug. 23
- Massachusetts Institute of Technology to hold three-day conference on "Regionalism in International Air Transportation: Cooperation and Competition" Oct. 5-7 in Amman, Jordan 62/Aug. 23
- FAA's National Airspace Review Advisory Committee Task Force 1-3 will hold meeting beginning Sept. 7 in Washington, D.C. 62/Aug. 23
- Airmec 83 to be held April 12-15, 1983 in Dusseldorf, W. Germany 63/Aug. 23
- AOCI, 35th Annual Conference, Oct. 10-15, Philadelphia's Franklin Plaza Hotel 71/Aug. 30
- RTCA Special Committee 137 on airborne navigation systems to meet Sept. 14-16 in Washington 71/Aug. 30
- RTCA Executive Committee to hold meeting Sept. 17 79/Sept. 6
- RTCA Special Committee 150 on minimum system performance standards for vertical separation above flight level 290 will meet in Washington Oct. 6-7 103/Sept. 27
- FAA's National Airspace Review Task Group 1-6 will meet beginning Oct. 12 in Washington 103/Sept. 27

CORPORATE AIR INC.
- Gives Piper its first fleet order for new T-1040 turboprop aircraft 29/July 26

CRASH, FIRE AND RESCUE
- FAA to hold briefing on airport CFR alternatives 19/July 19
- Study recommends elimination of CFR requirements at smaller airports 59/Aug. 23

CURFEW
- Justice Department files suit to block curfew at Republic Airport 90/Sept. 20
- NBAA says parties involved in curfew litigation in Westchester County have signed an agreement 93/Sept. 20

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DAN-AIR
- Purchases two BAe 146 Series 100 aircraft from British Aerospace 53/Aug. 16

DEHAVILLAND AIRCRAFT OF CANADA
- Expected to announce military Twin Otter 12/July 12
- Sells three Dash 7s to Pelita Air Services of Jakarta, Indonesia 15/July 12
- Sales reach all-time high 18/July 19
- NTSB cites alcohol de-icer system in Pilgrim Twin Otter accident 20/July 19
- Sells its 798th Twin Otter to Eurotrag/O.C.T.R.A., Libreville, Gabon 23/July 19

Sells two DHC-5 Buffalo tactical transport aircraft to Armed Forces of Cameroon 30/July 26
Is scheduled to deliver two DHC-6-300 aircraft to French Air Force 31/July 26
Seeks share of up to 10 percent in development and production of Airbus Industrie A320 37/Aug. 2
Delivers first Dash 7 to Venezuelan Navy 47/Aug. 9
Sells two DHC-6 Twin Otters to Alaskan National Guard 54/Aug. 16
Laying off 750 workers over next two months 66/Aug. 30
Delivers first of four Dash 7 aircraft to Rio Airways 86/Sept. 13

DEATHS
Joseph, M. Barr, 77, former vice president of United Aircraft Corp., a predecessor of United Technologies, died Aug. 20 70/Aug. 30
Benjamin, Rep. Adam, 48, chairman of the House Appropriations transportation subcommittee, died last week 86/Sept. 13
Glen, A. Gilbert, Washington aviation consultant for HAI, died last week 93/Sept. 20

DEFENSE, DEPARTMENT OF
Pentagon says it intends to sell two Lockheed C-130H transports to Japan 23/July 19
Reports that Florida is now fifth among all states in total defense spending 95/Sept. 20

DELTA AIRLINES
Marketing new DATAS II reservations systems 4/July 5

DEVORE AVIATION
Appoints Van Dusen Air Inc. to distribute line of Tel-Tail vertical tail floodlights 7/July 5

DORNIER GROUP
Total Flood Corp. awarded contract to design engine fire protection system for Dornier 128-6 94/Sept. 20

DOSIMETER CORP.
Develops new kit for detecting radiation leakage 63/Aug. 23

DULLES INTERNATIONAL AIRPORT
Ransome Airlines announces Dulles-Laguardia Service 35/Aug. 2

DUTIES
Fairchild seeks countervailing duties on Embraer aircraft 57/Aug. 23

- E -

EDGELY AIRCRAFT LTD.
Develops ultra-quiet aircraft 92/Sept. 20

EDO CORP.
Hopes to begin recalling workers next month 18/July 19
Announces plans to consolidate Kansas, Texas divisions 26/July 26

EG&G ROTRON
Develops infrared scanning technique for use with helicopters that can identify and locate smoldering forest fires 78/Sept. 6

ELECTROMAGNETIC SYSTEM LABORATORIES
Beech Aircraft Corp. awarded contract to modify 13 Army transport aircraft for installation of electronic reconnaisance equipment 95/Sept. 20

EMBRAER
Offers retrofit program for Xingu 26/July 26
Fairchild seeks countervailing duties on Embraer aircraft 57/Aug. 23
Fairchild-Embraer trade confrontation shapes up as major battle 73/Sept. 6
ITC to vote Sept. 27 on Brazilian aircraft import case 81/Sept. 13
Speculation is that ITC will vote to pursue investigation of Fairchild's request for countervailing duties on Embraer's Bandeirante 86/Sept. 13
ITC to vote this week on Fairchild complaint against Embraer 90/Sept. 20
NTSB recommends that FAA determine the proper torque setting for main landing gear on Bandeirante 93/Sept. 20
ITC rejects Fairchild petition, appeal anticipated 97/Sept. 27

EMERALD AIR LINES
Texas Aeronautics Commission grants authority to suspend operations at Austin, Brownsville and Houston Hobby 71/Aug. 30

EMPLOYMENT
EDO Avionics hopes to begin recalling workers next month 18/July 19
Falcon Jet announces cuts in white collar work force 26/July 26
Learjet halts 20/30 series production, announces layoffs 33/Aug. 2
Sperry Flight Systems says it plans to close its Van Nuys, Calif. facility 36/Aug. 2
Gulfstream's Commander Division resumes turboprop production 42/Aug. 9
To reduce work force by 25 percent 58/Aug. 23
Gates Learjet announces more layoffs; 50 Series production cut again 65/Aug. 30
De Havilland laying off 750 workers over next two months 66/Aug. 30
Air North implements furloughs 74/Sept. 6

ERA HELICOPTERS, INC.
Receives FAA approval to conduct airborne radar approaches to an oil platform in the Gulf of Mexico 7/July 5

E-SYSTEMS, INC.
Completes solar power plant at the Dallas/Ft. Worth Regional Airport 22/July 19
Board approves $10 million expansion program for its Greenville, Tex. division 79/Sept. 6
Greenville, Tex. Division certified by FAA as designated alteration station 79/Sept. 6

EUROPEAN ORGANIZATION FOR CIVIL AVIATION ELECTRONICS
RTCA and EUROCAE publish "Software Considerations for Airborne Systems and Equipment Certification" 55/Aug. 16

EXECUTIVE AIRLINES
Texas Aeronautic Commission approves certificate of operating authority 71/Aug. 30

EXPERIMENTAL AIRCRAFT ASSOCIATION
FAA Administrator Helms to present Experimental Aircraft Association with two supplemental type certificates 37/Aug. 2
Attendance at annual convention breaks all previous records 46/Aug. 9
Storm at annual convention does not damage ultra-light aircraft 46/Aug. 9

- F -

F AND F AIRCRAFT LEASING INC.
Tentatively found fit by CAB 64/Aug. 23

FACET ENTERPRISES INC.
- Publishes new brochure that describes scavenge oil filter system for improved helicopter component protection 62/Aug. 23

FAIRCHILD INDUSTRIES
- Announces resignation of Mason Phelps, director and senior vice president 14/July 12
- Earnings down sharply in first half 28/July 26
- Says New Generation Trainer contract will not materially affect sales and earnings this year 29/July 26
- Robert J. Dixon retires as vice president 47/Aug. 9
- Sends letter to ITC requesting reconsideration of decision rejecting Fairchild's petition regarding aircraft imports from Brazil 102/Sept. 27

FAIRCHILD REPUBLIC CO.
- Fairchild, Garrett win Next Generation Trainer competition 3/July 5
- Seeks countervailing duties on Embraer aircraft 57/Aug. 23
- Fairchild-Embraer trade confrontation shapes up as major battle 73/Sept. 6
- Declares third quarter cash dividend of 20 cents 78/Sept. 6
- ITC to vote Sept. 27 on Brazilian aircraft import case 81/Sept. 13
- Speculation is that ITC will vote to pursue investigation of Fairchild's request for countervailing duties on Embraer's Bandeirante 86/Sept. 13
- ITC to vote this week on Fairchild complaint against Embraer 90/Sept. 20
- ITC rejects Fairchild petition, appeal anticipated 97/Sept. 27
- Air Force official says Fairchild NGT superior to competitors 101/Sept. 27

FAIRCHILD SWEARINGEN CORPORATION
- Announces appointment of E. Judson Brandreth as vice president marketing 29/July 26
- NTSB asks for landing gear inspection of Metro aircraft 91/Sept. 20

FALCON JET CORP.
- Announces cuts in white collar work force 26/July 26
- Receives FAA certification of its transcontinental Falcon 200 53/Aug. 16
- Federal Express puts Falcon fleet up for sale 59/Aug. 23

FARES
- Ransome simplifies fare structure 101/Sept. 27

FARNBOROUGH AIR SHOW
- AAI will sponsor and organize their third consecutive Joint American Exhibit at Farnborough International '82 22/July 19

FEDERAL AVIATION ADMINISTRATION

Advisory Circulars
- Issues advisory circular outlining its proposed designated airworthiness representative program and requests for comments; copy of circular is on backs of Pages 7 and 8 7/July 5
- Draft advisory circular provides guidance for manufacturers seeking certification recorders 37/Aug. 2

National Airspace System Plan
- FAA Adm. Helms responds to AOPA letters on Airspace System Plan, letter reprinted on the backs of Pages 2-6 3/July 5

Airworthiness Directives
- Aircraft Tank Service Inc. Single Point Refueling System Installed on Fan Jet Falcon, DH-125 and Lockheed Model 1329 airplanes 80/Sept. 6
- Avions Marcel Dassault-Breguet Falcon 10 airplanes 48/Aug. 9
- Beech Model 76 airplanes 8/July 5
- Beech Models 19, 23 and 24 Series airplanes 104/Sept. 27
- Bell Model 206 helicopters with Chadwick Inc. Model C-22 fuel system installed per STC SH139WE 56/Aug. 16
- Bell Helicopter Textron Model 222 series helicopters 48/Aug. 9
- Bell Model 222 helicopters 56/Aug. 16
- Bell Helicopter Textron Models 206A, 206A-1, 206B, 206B-1, 206L, 206L-1 and 206L-3 64/Aug. 23
- Bell Model 204B and UH-1 Series helicopters 96/Sept. 20
- Bendix Engine Products Division Model S-1200 series magnetos 8/July 5
- British Aerospace Model HS/BH/DH 125 airplanes up to and including series 600 16/July 12
- British Aerospace Corp. Model BAC 1-11 400 series airplanes 72/Aug. 30
- British Aerospace HS748 Series 2A airplanes 104/Sept. 27
- Canadair Model CL-600 airplanes 72/Aug. 30
- Canadair Model CL-600 airplanes 80/Sept. 6
- Canadair Model CL-600 airplanes 80/Sept. 6
- Canadair Model CL-600 airplanes 80/Sept. 6
- Canadair Model CL-600 airplanes 80/Sept. 6
- Construzioni Aeronautiche Giovanni Agusta Model A109A helicopters 48/Aug. 9
- Detroit Diesel Allison Models 250-C20, -C20B engines 8/July 5
- Embraer Models EMB-110P1 and EMB-110P2 airplanes 40/Aug. 2
- Embraer Models EMB-110P1 and EMB-110P2 airplanes 72/Aug. 30
- Embraer Models EMB-110P1 and EMB-110P2 airplanes 96/Sept. 20
- Enstrom Models F-28A, F-28C, F-28F, 280, 280C, and 280F helicopters 48/Aug. 9
- Flight Equipment and Engineering Corp. 639 and 675 Series seats 80/Sept. 6
- Fokker B.V. Model F28 airplanes 40/Aug. 2
- Fokker B.V. Model F28 airplanes, three ADs 48/Aug. 9
- Garrett Turbine Engine Co. Model TSE331-3 and TPE331-1, -2, -3, -5 and -6 Series engines 96/Sept. 20
- General Dynamics Model 340/440 Series airplanes 96/Sept. 20
- Government Aircraft Factories (GAF) NOMAD Model N22B airplanes 56/Aug. 16
- Hamilton Standard Hydromatic propellers 8/July 5
- Hamilton Standard Hydromatic propellers 72/Aug. 30
- Helio Models H-250, H-295, HT-295, H-391, H-391B, H-395 and H-395A airplanes 48/Aug. 9
- Hiller Model UH-12 series helicopters 8/July 5
- Hiller Aviation Model UH-12 series helicopters 32/July 26
- Hiller Model UH-12 Series helicopters 104/Sept. 27
- Hughes Model 369 helicopters with Chadwick Inc. Model C-20 fuel system installed per STC SH129WE 24/July 19
- Hughes Helicopters Inc. 369D helicopters 56/Aug. 16

Hughes Helicopters Model 269 series helicopters	32/July	26
Hughes 269 series helicopters	32/July	26
Israel Aircraft Industries Model 1121 and 1123 airplanes	72/Aug.	30
Partenavia Costruzioni Aeronautiche S.p.A. Models P68 and P68B airplanes	88/Sept.	13
Piper Models PA-28R-200, -201, and -201T PA-28RT-201 and -201T airplanes	8/July	5
Piper PA-31 Series airplanes	96/Sept.	20
Piper Models PA-31, PA-31-325 and PA-31-350 airplanes	96/Sept.	20
Robinson Helicopter Co. Model R-22 series helicopters	40/Aug.	2
Rockwell International Models NA 265-60 (modified by STC SA687NW) and NA 265-65 series airplanes	64/Aug.	23
Schweizer Models G-164B, G-164C and G-164D airplanes	8/July	5
Sikorsky Aircraft Model S-76A helicopters certificated in all categories	64/Aug.	23
Societe Nationale Industrielle Aerospatiale (SNIAS) Models AS350 and AS355 series helicopters	8/July	5
Societe Nationale Industrielle Aerospatiale (SNIAS) Model SA 330 Series helicopters	80/Sept.	6
Societe Nationale Industrielle Aerospatiale (SNIAS) Model SA330J Series helicopters	96/Sept.	20
Switlik Parachute Co. Inc. life preservers/individual flotation devices	56/Aug.	16
Teledyne Continental Motors Models TS10-520-NB, -J, -K, and -N engines	16/July	12
Wing Model D-1 airplanes	48/Aug.	9
General		
Extends comment deadline on SFAR 44-3 amendment	2/July	5
Adm. Helms responds to AOPA letters on Airspace System Plan, letter reprinted on the backs of Pages 2-6	3/July	5
Asked by NTSB to issue AD on Nord 262 propellers	4/July	5
To co-sponsor safety seminar Sept. 25 in New Haven, Conn.	4/July	5
Changes dates for meeting and comments on advisory circular 29-X for certification of transport category rotorcraft	5/July	5
Approves increase in time-between-overhaul to 6,000 hours for commuter airlines operating Garrett's TPE331 turboprops	5/July	5
Grants approval to ERA Helicopters Inc. to conduct airborne radar approaches to an oil platform in the Gulf of Mexico	7/July	5
CAB may request FAA to transfer 1,000 slots from GA	9/July	12
Schedules meeting on future navigation systems	11/July	12
Proposes departure changes at Palm Beach International Airport	12/July	12
Issues an advanced notice of proposed rulemaking at gathering data on whether persons 60 years or older can safely serve as pilots of aircraft operated Part 121 of FARs	14/July	12
Suspends experimental policy that permitted airlines to buy and sell airport landing slots at capacity-restricted airports	14/July	12
List of requests for exemptions on the backs of Pages 14-16	14/July	12
Launches review of medical standards and certification procedures	18/July	19
Ed Pinto expected to head public affairs	19/July	19
To hold briefing on airport CFR alternatives	19/July	19
Flight/duty time rules draw mixed reaction	19/July	19
Publishes noise status report for transport aircraft	20/July	19
Litton wins procurement for ATC communications	20/July	19
Authorizes operation of aircraft certificated under SFAR 41 with one pilot instead of two	21/July	19
Adm. Helms approves concept of independent study of GA safety	21/July	19
Gives certification to Sperry Flight Systems Avionics Division on its dual channel SPZ-600 flight control system	22/July	19
Will consolidate its GA District Office and Air Carrier District Office in Anchorage	22/July	19
List of requests for exemptions on the backs of Pages 22 and 23	22/July	19
Asked by CAB to give GA slots to carriers	25/July	26
Solicites comments on wind shear detection proposal	26/July	26
Reconfigures the Group II Terminal Control Area at Las Vegas, Nev.	29/July	26
GA accidents down more than eight percent in the first half of 1982, fatalities up nearly four percent	33/Aug.	2
Rep. Dan Glickman calls for report on aircraft trade with other nations	34/Aug.	2
House subcommittee to question Helms on proposed PMA change	35/Aug.	2
Administrator Helms to present Experimental Aircraft Association with two supplemental type certificates this week	37/Aug.	2
Publishes advisory circular for manufacturers seeking certification recorders	37/Aug.	2
Edmund Pinto takes over as assistant administrator/public affairs	37/Aug.	2
Gives Avions Marcel Dassault Breguet supplemental type certification	38/Aug.	2
To study environmental impact of runway extension at Barnstable Airport, Hyannis, Mass.	38/Aug.	2
List of requests for exemptions on the backs of Pages 46 and 47	46/Aug.	9
CAB submits slot recommendations to FAA	43/Aug.	9
Eliminates certain requirements for one-pilot operations	44/Aug.	9
House Reps. Glickman and Gore to hold investigative hearing on aviation weather and FAA procedures to provide pilots with weather information	46/Aug.	9
Outlines new slot transfer guidelines	46/Aug.	9
General Electric Corp. completes certification testing of its CF34 turbofan engine and starts deliveries	46/Aug.	9
Parker Hannifin Corp. receives FAA/STC approval for new wheel and brake conversion kit for Beech Model 90 series aircraft	47/Aug.	9
Publishes new SFAR 41 which eliminates 12,500-pound zero fuel weight limitation	49/Aug.	16
Pilot group files suit over Part 67 medical standard changes	49/Aug.	16
House subcommittee urges FAA R&D on safety programs	49/Aug.	16

- NTSB urges immediate inspection of certain McCauley propellers 50/Aug. 16
- Issues advisory circular on color-coded fuel filler openings 50/Aug. 16
- Analysis shows benefits of new ATC system exceed expenses 51/Aug. 16
- GAO study says agency needs to improve handling of safety hazards 52/Aug. 16
- House small business subcommittee reschedules second hearing into proposed FAA changes to Parts Manufacturing Approvals 53/Aug. 16
- Teledyne Neosho completes test cell modifications and is now authorized by FAA and Garrett to overhaul TPE-331-8, -10 and -11 53/Aug. 16
- Falcon Jet Corp. receives FAA certification of its transcontinental Falcon 200 53/Aug. 16
- Bell Helicopter Textron says its improved twin-engine Model 222B has been certificated by FAA for single-pilot IFR operation without a stability augmentation system 54/Aug. 16
- Stead Aviation says FAA has upgraded its STC-SA63NE to permit it to provide operational and airworthiness approval of airborne VLF/Omega navigation systems as a sole source of overwater, long-range navigation 54/Aug. 16
- Moves Air Carrier District Office in Aurora, Colo. 54/Aug. 16
- Official defends agency's action in PMA rulemaking 58/Aug. 23
- Study recommends elimination of CFR requirements at smaller airports 59/Aug. 23
- Establishes fees for certification of foreign airmen and agencies 60/Aug. 23
- Boeing Vertol 234 combis approved for service by FAA and CAA 60/Aug. 23
- National Airspace Review Advisory Committee Task Force 1-3 will hold meeting beginning Sept. 7 in Washington, D.C. 62/Aug. 23
- List of requests for exemptions on the backs of Pages 62 and 63 62/Aug. 23
- Expected to publish ultralight rule this week 66/Aug. 30
- NTSB asks FAA for human factors engineering for navigation charts 67/Aug. 30
- NTSB says issued recommendation of color-coded decals for fuel filler openings in 1970 69/Aug. 30
- Awards Riley Aircraft Manufacturing with first designated alteration station (DAS) certificate 70/Aug. 30
- Northwest Mountain Regional Office and Snohomish County, Wash. announce availability of draft environmental statement for new GA runway at Paine Field 71/Aug. 30
- Issues advisory circular that details use of supplemental oxygen in GA operations 75/Sept. 6
- Publishes special conditions for Lear Fan 2100 75/Sept. 6
- Publishes second stage of rotorcraft review proposals 76/Sept. 6
- Former Administrator Halaby hosts meeting for 20 aviation industry executives 77/Sept. 6
- Riley Aircraft Manufacturing Inc. receives FAA supplemental type certificate for Turbine Eagle 421C 77/Sept. 6
- Publishes new regulations for ultralight aircraft and powered hang gliders 77/Sept. 6
- Awards Winters Aircraft Engineering with FAA supplemental type certificate for installation of auxiliary fuel tanks 78/Sept. 6
- Certifies E-Systems Inc.'s Greenville, Tex. Division as designated alteration station 79/Sept. 6
- List of requests for exemptions on the back of this page 79/Sept. 6
- Completes formal type certification process of the Bell Helicopter Textron Model 222B 79/Sept. 6
- To discuss economic considerations of navigation systems 83/Sept. 13
- Awards type certification to General Electric's CF34 turbofan 84/Sept. 13
- Office of Technology Assessment says agency should assess airport, terminal problems 84/Sept. 13
- Former Administrator Langhorne Bond doesn't testify at ITC hearing on behalf of Embraer because testimony would violate provisions of the Ethics in Government Act 86/Sept. 13
- Holds groundbreaking ceremony in Terre Haute, Ind. in connection with the agency's plan to automate its FSS network 86/Sept. 13
- List of requests for exemptions on the backs of Pages 86 and 87 86/Sept. 13
- NTSB urges FAA, industry action on CVR/FDR units for turbine aircraft 89/Sept. 20
- To proposed combining Parts 121, 135 in 'Regulation By Objective' 91/Sept. 20
- NTSB asks for landing gear inspection of Metro aircraft 91/Sept. 20
- NTSB recommends that FAA determine the proper torque setting for main landing gear on Embraer Bandeirante 93/Sept. 20
- NTSB recommends tougher requirements, better training for jet pilots 98/Sept. 27
- Senate committee concerned about rapid flight service station closures 99/Sept. 27
- Publishes amendments to Parts 43 and 91 99/Sept. 27
- GAO details cost of Helms' travel on government aircraft 100/Sept. 27
- National Airspace Review Task Group 1-6 will meet beginning Oct. 12 in Washington 103/Sept. 27
- Deputy Administrator Fenello announces schedule for lifting GAR requirements 99/Sept. 27

FEDERAL COMMUNICATIONS COMMISSION
- Designates new frequency for broadcast of weather data 12/July 12

FEDERAL INDUSTRIES LTD.
- Appoints William L. Carolla president and chief executive officer of Standard Aero Inc. 39/Aug. 2

FEDERAL EXPRESS CORP.
- Providing service to seven Canadian cities 2/July 5
- Will not use Concorde aircraft service to Europe 5/July 5
- Carries nearly 32.1 million small packages and documents in fiscal 1982 5/July 5
- Former president, Arthur C. Bass, named chairman and chief executive of Midway Airlines 37/Aug. 2
- Shows 39 percent increase in average daily package count for June 1982 47/Aug. 9
- Gulfstream American Corp. delivers two Gulfstream Commander Jetprop 1000s to Federal Express Corp. 63/Aug. 16
- Puts Falcon fleet up for sale 59/Aug. 23
- Reports 33 percent increase in average

- daily package count for July 1982 over July 1981 79/Sept. 6

FINANCIAL
- Aero Systems Inc. reports record sales and earnings 3/July 5
- Gulfstream reports increased profits as sales double 4/July 5
- Cessna offers zero-percent financing in Europe 11/July 12
- De Havilland sales reach all-time high 18/July 19
- Beech sales down over 20 percent in first half 19/July 19
- Van Dusen reports lower earnings in first quarter 26/July 26
- Cessna says earnings down, but company sound 27/July 26
- Fairchild earnings down sharply in first half 28/July 26
- Analyst predicts GA recovery "several quarters away" 34/Aug. 2
- Bangor Punta earnings plunge due to Piper performance 36/Aug. 2
- Gates Learjet reports second quarter earnings decrease, sales increase 42/Aug. 9
- Garrett reports decline in second quarter sales and income 44/Aug. 9
- Butler reports lower revenues and net income 52/Aug. 16
- Reading Aviation Service Inc. reports net income of $348,954 for second quarter, a 40 percent increase over same period a year ago 62/Aug. 23
- Metro Airlines reports increased revenues, lower income for year 68/Aug. 30
- Lear Fan claims preliminary agreement for additional financing 74/Sept. 6
- Air Wisconsin reports higher earnings and revenues 82/Sept. 13
- Gull Airborne Instruments Inc. announces private placement of $5 million senior notes due 1994 93/Sept. 20
- Aeronca reports increased earnings, decreased sales 99/Sept. 27
- Aviation Group reports sharp increase in earnings 101/Sept. 27

FINLAND
- Gates Learjet delivers first of three special mission Model 35A jet aircraft to Finnish Air Force 86/Sept. 13

FIXED-BASE OPERATORS
- One FBO plans to keep its fuel prices at current levels despite new fuel taxes that go into effect Sept. 1 61/Aug. 23

FLIGHTSAFETY INTERNATIONAL INC.
- Learjet Model 55 flight simulator now in use at company's Tucson, Arix. facility 23/July 19
- Opens its new Gulfstream Commander Learning Center in Bethany, Okla. 31/July 26

FLORIDA
- FAA proposes departure changes at Palm Beach International Airport 12/July 12
- U.S. Dept. of Defense reports that Florida is now fifth among all states in total defense spending 95/Sept. 20

FLYING PHYSICIANS ASSOCIATION
- Elects Dr. Thomas Y. Cooper president of association 46/Aug. 9

FOKKER-VFW
- F.A. Kraak, director-corporate strategy and planning, resigns 7/July 5
- Sells Horizon Air its fifth F-27 pressurized turboprop aircraft 23/July 19

FRANCE
- To receive two DHC-6-300 from de Havilland this month for Air Force 31/July 26
- Avions Marcel Dassault Breguet receives supplemental certification from the French DGAC and the U.S. 38/Aug. 2

FRONTIER AIRLINES
- CAB exempts airline from the notice provisions of Sections 401 and 419 to permit it to reduce service between Salina, Kan. and Kansas City by operating one daily round trip 88/Sept. 13

FUEL
- AOPA starts new monthly report on fuel prices 44/Aug. 9
- FAA issues advisory circular on color-coded fuel filler openings 50/Aug. 16
- NTSB says issued recommendation of color-coded decals for fuel filler openings in 1970 69/Aug. 30

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GARLINES INC.
- Found fit by CAB 30/July 26

GARRETT CORP.
- Fairchild, Garrett win Next Generation Trainer competition 3/July 5
- Says FAA has approved increase in time between overhaul to 6,000 hours for commuter airlines operating Garrett TPE331 turboprops 6/July 5
- Reports decline in second quarter sales and income 44/Aug. 9
- Says P.T. Nurtanio doubles 1983 order for TPE331-10 turboprop engines for use on CASA C-212 aircraft 77/Sept. 6
- Considers civil version of NGT engine 100/Sept. 27

GARRETT TURBINE ENGINE CO.
- Teledyne Neosho completes test cell modifications and is now authorized by FAA and Garrett to overhaul the Garrett TPE 331-8, -10 and -11 53/Aug. 16

GATES LEARJET CORP.
- NTSB staff has not completed recommendations for members on cockpit crew training for pilots of Learjet aircraft 14/July 12
- Declares five cents per share cash dividend payable Aug. 31 21/July 19
- FlightSafety International's new Learjet Model 55 simulator now in use at the company's Tucson, Ariz. facility 23/July 19
- William R. Westlake to head marketing for company 28/July 26
- Suspends production of its 20 and 30 Series aircraft models and says it plans to lay off 300 employes at its Wichita, Kan. plant 33/Aug. 2
- Elects Bermar S. (Bib) Stillwell to the company's board of directors 38/Aug. 2
- Reports second quarter earnings decrease, sales increase 42/Aug. 9
- Announces more layoffs; 50 Series production cut again 65/Aug. 30
- Delivers first of three special mission Model 35A jet aircraft to Finnish Air Force 86/Sept. 13

Two top marketing executives leave company 98/Sept. 27
Declares five cents per share cash dividend payable Nov. 30 102/Sept. 27

GENERAL ACCOUNTING OFFICE
Recommends that reimbursment of outside contractors for travel expenses "requiring charges for corporate aircraft and first-class travel be specifically justified in each instance" 37/Aug. 2
Study says FAA needs to improve handling of safety hazards 52/Aug. 16
Details cost of Helms' travel on government aircraft 100/Sept. 27

GENERAL AVIATION RESERVATION
FAA Deputy Administrator Fenello announces schedule for lifting GAR requirements 99/Sept. 27

GENERAL AVIATION
CAB may request transfer of 1,000 slots from GA 9/July 12
FAA Adm. Helms approves concept of independent study of GA safety 21/July 19
CAB asks FAA to give GA slots to carriers 25/July 26
Accidents down more than eight percent in the first half of 1982, fatalities up nearly four percent 33/Aug. 2
Analyst predicts recovery "several quarters away" 34/Aug. 2
FAA issues advisory circular that details use of supplemental oxygen in GA operations 75/Sept. 6
Deliveries drop to under 300 units in August 82/Sept. 13

GENERAL AVIATION MANUFACTURERS ASSOCIATION
President Stimpson gives chase to office thief 5/July 5
Dismal first-half shipment report reflects state of the economy 17/July 19
Stimpson chosen by National Aeronautic Association as 1981 recipient of Frank G. Brewer Trophy 54/Aug. 16
Vice President and General Counsel Stanley J. Green to receive AIAA award 61/Aug. 23
GA deliveries drop to under 300 units in August 82/Sept. 13
Produces new film—"Take Off for Opportunities" 94/Sept. 20

GENERAL ELECTRIC
Announces completion of FAA certification testing of CF34 turbofan engine 46/Aug. 9
Completes first test flight of new C17 turboprop engine 77/Sept. 6
Wins certification for CF34 turbofan 84/Sept. 13
Western Gear Corp. receives contract to manufacture accessory drives for the GE T-64 engine 95/Sept. 20

GENEVA RESEARCH CENTRES
Proposes a study to forecast commercial uses for advanced structural composite materials during the next ten years 23/July 19

GLOBAL NAVIGATION INC.
Enlarges and renovates its manufacturing and engineering facility in Prescott, Ariz. 23/July 19
Appoints Kal-Aero Inc. distributor and service center for VLF Omega long-range navigation system 70/Aug. 30

GLOBAL WEATHER DYNAMICS INC.
Appoints Dr. Kenneth W. Ruggles president, replacing Capt. Wolff 39/Aug. 2

GULFSTREAM AMERICAN CORP.
Reports increased profits as sales double 4/July 5
Appoints Interwest Aviation Corp. an authorized Commander Jetprop ServiCenter 30/July 26
FlightSafety International opens its new Gulfstream Commander Learning Center in Bethany, Okla. 31/July 26
Commander Division receives contract from Australia's Department of Aviation for Jetprop Model 1000 aircraft 39/Aug. 2
Commander Division resumes turboprop production 42/Aug. 9
Delivers two Gulfstream Commander Jetprop 1000s to Federal Express Corp. 53/Aug. 16
Jetprop 1000 receives airworthiness type certificate from CAA of United Kingdom 54/Aug. 16
Sells $20 million of the company's stock to Allen E. Paulson 86/Sept. 13

GULL AIR INC.
Found tentatively fit by CAB 14/July 12
Found fit by CAB 88/Sept. 13

GULL AIRBORNE INSTRUMENTS INC.
Announces private placement of $5 million senior notes due 1994 93/Sept. 20

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HAWAII EXPRESS
CAB finds tentatively fit to provide scheduled service 51/Aug. 16

HAZELTINE CORP.
Sperry Flight Systems signs licensing agreement with Hazeltine Corp. to produce its Model 2800 MLS airborne receiver 53/Aug. 16
Receives $1.4 million contract from Navy Aviation Supply Office for AN/APX-72 airborne IFF transponders 55/Aug. 16
Receives an order from the Province of Alberta through Pelorus Aviation Services for a Hazeltine Model 2500 Series microwave landing systems 87/Sept. 13

HELICOPTER ASSOCIATION INTERNATIONAL
Publishes two reports: *Community Rotorcraft Transportation Benefits and Opportunities* and *NASA/HAI Advanced Rotorcraft Technology and Tilt Rotor Workshops* 6/July 5
Will sponsor a Commercial Helicopter Design Conference Nov. 4-5 at the Adams Mark Hotel in Houston, Tex. 31/July 26
Appoints Glenn A. Leister director of heliports and airways 39/Aug. 2
Announces resignation of Richard C. Bullard 61/Aug. 23
Says it will begin publishing *The Helicopter Annual* next year 79/Sept. 6
Glen A. Gilbert, Washington aviation consultant that did extensive work for HAI, died last week 93/Sept. 20

HELICOPTERS
FAA publishes second stage of rotorcraft review proposals 79/Sept. 6

HENSON AVIATION
CAB dismisses application to operate DC-9-5 aircraft without obtaining certificate of convenience and necessity 6/July 5
Boards 59,413 passengers in July—a 23.7 percent increase over July 1981 79/Sept. 6

HH AEROSPACE DESIGN CO.
- Study recommends elimination of CFR requirements at smaller airports 59/Aug. 23

HORIZON AIRLINES
- Acquires its fifth F-27 pressurized turboprop aircraft 23/July 19
- Relocates its headquarters from Boeing Field to Seattle-Tacoma 38/Aug. 2
- Will go on-line with a fully automated reservation system called "Partner System" 103/Sept. 27

HOUSE OF REPRESENTATIVES
- Senate passes ADAP legislation; House set to act this week 25/July 26
- Rep. Glickman (D-Kan.) calls for report on aircraft trade with other nations 34/Aug. 2
- Subcommittee to question Helms on proposed PMA change 35/Aug. 2
- House-Senate conferees expected to discuss ADAP this week 35/Aug. 2
- Amendments to War Risk Insurance Bill requires members of NTSB to have transportation regulation or accident investigation experience, will prevent release of cockpit voice recorder transcripts at least 60 days 37/Aug. 2
- House-Senate conferees agree on compromise ADAP bill 41/Aug. 9
- AOPA praises House-Senate agreement requiring three of five NTSB members to have safety background 46/Aug. 9
- Reps. Glickman and Gore will hold investigative hearing on aviation weather 46/Aug. 9
- Subcommittee urges FAA R&D on safety programs 49/Aug. 16
- Small business subcommittee reschedules second hearing into proposed FAA changes to Parts Manufacturing Approvals 53/Aug. 16
- Congress passes five-year ADAP bill 57/Aug. 23
- FAA official defends agency's action in PMA rulemaking 58/Aug. 23
- Rep. Adam Benjamin died last week; chairman of the House appropriations transportation subcommittee 86/Sept. 13
- Subcommittee to examine reservations systems, pilot certification 98/Sept. 27
- Industry groups push for House passage of controller pay package 101/Sept. 27

HOUSE SCIENCE AND TECHNOLOGY COMMITTEE
- CAB's essential service program dependent on subsidy bill 1/July 5

HOUSTON/ARCOLA AIRPORT
- Re-opens facilities to public after undergoing complete renovation of its main runways and taxiways 6/July 5

HUGHES AIRCRAFT
- Developing wireless entertainment system for commercial jet aircraft 70/Aug. 30

HUGHES HELICOPTERS INC.
- Beech Aircraft Corp. receives Army contract to demonstrate using liquid methane to fuel a Hughes TH-55A helicopter 53/Aug. 16
- Says U.S. Navy has completed 500,000 flight hours in its fleet of T-34C turboprop trainers 70/Aug. 30

E.F. HUTTON
- Sells $20 million of Gulfstream American Corp.'s stock to Allen E. Paulson 86/Sept. 13

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IGW CORP.
- Receives $6 million contract from Sikorsky for main transmissions and nose boxes for CH53E transport helicopters 6/July 5

INNOTECH AVIATION LTD.
- Inaugurates its expanded Toronto business aircraft terminal and ramp 23/July 19

INTEL-CORP.
- Tom Bliss, former manager public relations and advertising Sperry Avionics Division, joins as market communication account manager 37/Aug. 2

INTERNAL REVENUE SERVICE
- Orders collection of new aviation taxes 73/Sept. 6

INTERNATIONAL AEROSPACE AND GROUND CONFERENCE ON LIGHTNING AND STATIC ELECTRICITY
- To hold 1983 conference June 21-23, 1983 in Fort Worth, Texas 62/Aug. 23

INTERNATIONAL ASSOCIATION OF MACHINISTS AND AEROSPACE WORKERS
- Reaches agreement with Aeronca on three-year contract 11/July 12

INTERNATIONAL AVIATION THEFT BUREAU
- Names Confiscated Aircraft Recovery International Inc. an affiliate 55/Aug. 16

INTERNATIONAL TRADE COMMISSION
- Rejects CAC petition 9/July 12
- Fairchild seeks countervailing duties on Embraer aircraft 57/Aug. 23
- Fairchild-Embraer trade confrontation shapes up as major battle 73/Sept. 6
- To vote Sept. 27 on Brazilian aircraft import case 81/Sept. 13
- Speculation is that ITC will vote to pursue investigation of Fairchild's request for countervailing duties on Embraer's Bandeirante 86/Sept. 13
- Former FAA Administrator Langhorne Bond doesn't testify at ITC hearing on behalf of Embraer because testimony would violate provisions of the Ethics on Government Act 86/Sept. 13
- To vote this week on Fairchild complaint against Embraer 90/Sept. 20
- Rejects Fairchild petition, appeal anticipated 97/Sept. 27
- Fairchild sends letter to agency requesting reconsideration of decision rejecting Fairchild's petition regarding aircraft imports from Brazil 102/Sept. 27

INTERWEST AVIATION CORP.
- Appointed authorized Commander Jetprop ServiCenter by Gulfstream American Corp. 30/July 26

ITALY
- Canadair Ltd. sells two CL-215 forest fighting aircraft to Italy 55/Aug. 16

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JAPAN
- Pentagon says it intends to sell two Lockheed C-130H transports to Japan 23/July 19

JOSEPH, POWELL, MCDERMOTT AND REINER
- Civil Pilots for Regulatory Reform files suit over Part 67 medical standard changes 49/Aug. 16

JUSTICE, DEPARTMENT OF
- Files suit to block curfew Republic Airport 90/Sept. 20

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KAL-AERO INC.
Appointed distributor and service center for Global Navigation's VLF Omega longrange navigation system 70/Aug. 30
KAMAN CORP.
Receives advance acquisition contract from U.S. Navy for procurement of 18 additional Kaman SH-2F helicopters 77/Sept. 6
KANSAS
NTSB Chairman James Burnett spent most of last week in Kansas touring airline and aircraft manufacturing facilities 77/Sept. 6
KAWASAKI HEAVY INDUSTRIES
Begins flight tests with BK-117 helicopter 68/Aug. 30
KING RADIO CORP.
Receives contract from U.S. Army for helicopter communications systems 21/July 19

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LA GUARDIA AIRPORT
Ransome Airlines announces Dulles-Laguardia Service 35/Aug. 2
LAKE AIRCRAFT CORP.
Says new amphibian aircraft—the Renegade—is in final stages of flight testing and certification is expected in November 102/Sept. 27
LAW FIRMS
Neely & Player, an Atlanta, Ga. law firm, to hold a seminar Sept. 22 for claims professionals 87/Sept. 13
LEAR FAN LTD.
Claims preliminary agreement for additional financing 74/Sept. 6
FAA publishes special conditions for Lear Fan 2100 75/Sept. 6
LEAR SIEGLER INC.
Selected by Boeing to provide its new 737-300 with state-of-the-art computerized system to maximize aircraft performance 78/Sept. 6
LEASING, AIRCRAFT
Cessna announces turnkey lease package for Conquests, Citations 97/Sept. 27
LEGAL ACTIONS
U.S. District Court for the Southern District of Mississippi arranges for sale of two DC-3C aircraft that belonged to Meridian Air Cargo Inc. before Chapter 11 filing 15/July 12
Pilot group files suit over Part 67 medical standard changes 49/Aug. 16
LITTON INDUSTRIES
Wins FAA procurement for ATC communications 20/July 19
LLOYDS OF LONDON PRESS
Begins publishing *Lloyd's Aviation Law Newsletter* 6/July 5
LOCKHEED AIRCRAFT CORP.
P&W, Lockheed agree on 727 re-engine program 90/Sept. 20
LOCKHEED DATAPLAN INC.
Offers free month trial on its new flight operations and aircraft management system called Ops-Plan 70/Aug. 30
Will now perform international flight planning for AOPA 102/Sept. 27

MAINE AIR TRANSPORT
Found fit by CAB 88/Sept. 13
MASSACHUSETTS
FAA and Barnstable Airport Commission report on Runway 15-33 extension 38/Aug. 2
MASSACHUSETTS INSTITUTE OF TECHNOLOGY
To hold three-day conference on "Regionalism in International Air Transportation: Cooperation and Competition" Oct. 5-7 in Amman, Jordan 62/Aug. 23
MCCAULEY ACCESSORY DIVISION (CESSNA AIRCRAFT)
NTSB urges immediate inspection of certain McCauley propellers 50/Aug. 16
MEDICAL
FAA launches review of medical standards and certification procedures 18/July 19
Pilot group files suit over Part 67 medical standard changes 49/Aug. 16
House subcommittee to examine pilot certification 98/Sept. 27
MERIDIAN AIR CARGO
U.S. District Court for the Southern District of Mississippi arranges for sale of two DC-3C aircraft after Chapter 11 filing 15/July 12
METRITAPE INC.
Receives orders to gauge tank farms at three airports 47/Aug. 9
METRO AIRLINES
Pilots join ALPA 44/Aug. 9
Reports increased revenues, lower income for year 68/Aug. 30
METROFLIGHT AIRLINES
Required by CAB to continue providing EAS at Lawton/Ft. Sill, Okla. through Sept. 29 88/Sept. 13
MID PACIFIC AIR
Carries 65,430 revenue passengers in June, an 86.2 percent increase over same month last year 15/July 12
To begin scheduled service between Honolulu and Kona Nov. 19 with five roundtrips a day 87/Sept. 13
Carries 86,002 revenue passengers in August 1982 87/Sept. 13
MIDSTATE AIRLINES
To begin serving Duluth, Minn. and Superior, Wis. effective Aug. 15 30/July 26
Carries a record 19,663 passengers in June, a 65 percent increase over June 1981 31/July 26
Reports seven-month traffic total of 119,000, a 79 percent increase over the same period a year ago 54/Aug. 16
MIDWAY AIRLINES
Arthur C. Bass, former president of Federal Express Corp., named chairman and chief executive 37/Aug. 2
Intends to file registration statement with Securities and Exchange Commission for sale of one million shares of common stock 95/Sept. 20
MISSISSIPPI VALLEY AIRLINES
Opens new ticket counter and gate facility at Kansas City International Airport 21/July 19
Takes delivery of its 12th Shorts SD3-30 airliner 22/July 19
Signs agreement with Trans World Airways

  to co-host in the TWA computerized reservation system 23/July 19
  Adds one roundtrip flight between Des Moines and Kansas City 46/Aug. 9
  Elects D. Dean Sparkman and Patrick J. Thompson to its board of directors 63/Aug. 23

MITSUBISHI AIRCRAFT INTERNATIONAL INC.
  Names Etablissements Bourgoin, Auxerre, France as distributor for Diamond I business jets and Marquise and Solitaire turboprops 7/July 5
  Offers two-year free maintenance plan for turboprops 43/Aug. 9
  Appoints NEAS B.V. new sales representative for Belgium, the Netherlands and Luxembourg 79/Sept. 6
  Six killed in MU-2 takeoff crash in Colorado 91/Sept. 20
  Announces series of pilot seminars designed for high performance multi-engine aircraft 94/Sept. 20

MOONEY AIRCRAFT CORP.
  Delivers 2,500th Mooney built since 1973 21/July 19
  Leases three Mooney 201 aircraft to the University of North Dakota 87/Sept. 13
  Roy Lopresti, vice president-engineering, assumes additional title of vice president-marketing 102/Sept. 27

THE MYERS GROUP INC.
  Opens new office in Savannah, Ga. 95/Sept. 20

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NATIONAL AERONAUTIC ASSOCIATION
  Selects Edward W. Stimpson as 1981 recipient of Frank G. Brewer trophy 54/Aug. 16
  Selects recipients of 1982 Elder Statesmen of Aviation awards 55/Aug. 16
  Wright Trophy Selection Committee selects Willis M. Hawkins Jr., senior advisor to the Lockheed Corp., as the 1982 recipient of the Wright Brothers Memorial Trophy 87/Sept. 13

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
  Conducts turbine engine hot section technology project 7/July 5
  Program aims at improving jet engine durability 11/July 12
  Looks for men and women to serve as astronauts 38/Aug. 2
  Aircraft noise level predictions calculated with new computer program 39/Aug. 2
  Boeing Vertol awarded contract for tilt-rotor blades 52/Aug. 16
  Awards Hamilton Standard Division of United Technologies $7.4 million contract to further develop Prop Fan 79/Sept. 6

NATIONAL AIR TRANSPORTATION ASSOCIATION
  To provide free analysis of new aviation user taxes 77/Sept. 6

NATIONAL AIRCRAFT ASSOCIATES
  Formed by 10 aircraft marketing and service firms to specialize in buying and selling turbine-powered aircraft 12/July 12

NATIONAL AGRICULTURAL AVIATION ASSOCIATION
  To hold its 16th annual convention Dec. 6-9 at the Las Vegas Hilton 31/July 26

NATIONAL BUSINESS AIRCRAFT ASSOCIATION
  Exhibit space sold out; hotel rooms available 27/July 26
  Adds office space at new location 75/Sept. 6
  Increases its grant to A.M. Weather program 78/Sept. 6
  To conduct survey of audience at annual meeting 83/Sept. 13
  Five nominated to board 84/Sept. 13
  Says parties involved in curfew litigation in Westchester County have signed an agreement 93/Sept. 20

NATIONAL LIQUID BLASTING CORP.
  Develops system to remove rubber buildup on runways 71/Aug. 30

NATIONAL MEDIATION BOARD
  President Reagan to nominate Mediation Board member 101/Sept. 27

NATIONAL SAFETY COUNCIL
  Publishes 72-page handbook describing safe ground operations for general aviation 7/July 5

NATIONAL TRANSPORTATION SAFETY BOARD
  Asks FAA to issue AD on Nord 262 propellers 4/July 5
  Staff has not completed recommendations for members on cockpit crew training for pilots of Learjet aircraft 14/July 12
  Criticizes FAA's flight/duty time rules 19/July 19
  Cites alcohol de-icer system in Pilgrim Twin Otter accident 20/July 19
  Names Rachel Halterman director of the Office of Government and Public Affairs 37/Aug. 2
  Opens public hearings of Pan AM 727 at Kenner, La. 37/Aug. 2
  Releases *Aircraft Accident Report, Brief Format, U.S. Civil Aviation, Issue No. 2 of 1981* 38/Aug. 2
  Publishes its *Issue No. 3* of 1981 *Civil Aviation Briefs of Accidents* 39/Aug. 2
  AOPA praises House-Senate agreement requiring three of five NTSB members to have safety background 46/Aug. 9
  Urges immediate inspection of certain McCauley propellers 50/Aug. 16
  Modifies probable cause in San Diego midair collision 51/Aug. 16
  Issues *Aircraft Accident Reports, Brief Format, U.S. Civil Aviation, Issue No. 4 of 1981* 63/Aug. 23
  Asks for human factors engineering for navigation charts 67/Aug. 30
  Modifies policy on outside communications; chart on back of this page 68/Aug. 30
  Says issued recommendation of color-coded decals for fuel filler openings in 1970 69/Aug. 30
  Chairman James Burnett spends most of last week in Kansas touring airline and aircraft manufacturing facilities 77/Sept. 6
  NTSB urges FAA, industry action on CVR/FDR units for turbine aircraft 89/Sept. 20
  Asks for landing gear inspection of Metro aircraft 91/Sept. 20
  Recommends that FAA determine the proper torque setting for main landing gear on Embraer Bandeirante 93/Sept. 20
  Urges tougher requirements, better training for jet pilots 98/Sept. 27

NAVIGATION
  NTSB asks for human factors engineering for navigation charts 67/Aug. 30
  FAA to discuss economic considerations of navigation systems 83/Sept. 13

NEAS B.V.
- Appointed sales representative for Belgium, the Netherlands and Luxembourg by Mitsubishi Aircraft International 79/Sept. 6

NEW HAVEN, UNIVERSITY OF
- To co-sponsor safety seminar Sept. 25 in New Haven, Conn. 4/July 5

NEW PRODUCTS
- Puritan-Bennett Aero Systems Co. introduces new portable oxygen system designed for GA aircraft 15/July 12
- Terra Corp. introduces 720-channel transceiver that weighs 1.25 pounds 21/July 19
- Terra Corp. produces new line of emergency power units 30/July 26
- Alcor Inc. announces the availability of the multi-channel combustion analyzer 31/July 26
- Scott Aviation develops emergency escape breathing device 62/Aug. 23
- Dosimeter Corp. develops new kit for detecting radiation leakage 63/Aug. 23
- Sparling Co. develops new portable defueler 69/Aug. 30
- National Liquid Blasting Corp. develops system to remove rubber buildup on runways 71/Aug. 30
- Hughes Aircraft is developing wireless entertainment system for commercial jet aircraft 70/Aug. 30
- Piper officials say Cheyenne IV will compete with light jets 89/Sept. 20
- Edgely Aircraft Ltd. develops ultra-light aircraft 92/Sept. 20
- Chadwick Inc. will preview new product, the C-600 "Safeweight" at this week's NBAA convention 94/Sept. 20

NEW YORK
- Stewart, Republic Airports turned over to state 2/July 5

NEW YORK HELICOPTER
- Purchases two Sikorsky S-58-T twin turbine, jet engine helicopters 69/Aug. 30

NEWAIR INC.
- To co-sponsor safety seminar Sept. 25 in New Haven, Conn. 4/July 5

NOISE
- Aircraft noise level predictions calculated with new computer program developed at NASA 39/Aug. 2

NORTH DAKOTA, UNIVERSITY OF
- Leases three Mooney 201 aircraft 87/Sept. 13

NORTH POLE REFINING
- Signs agreement with Van Dusen Air Inc., who will act as intoplane fueling agent 62/Aug. 23

P.T. NURTANIO OF INDONESIA
- Doubles its 1983 order for Garrett's TPE-331-10 turboprop engines for use on CASA C-212 aircraft 77/Sept. 6

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OFFICE OF TECHNOLOGY ASSESSMENT
- Says FAA should assess airport, terminal problems 84/Sept. 13

OKLAHOMA, UNIVERSITY OF
- Will hold National Airports Conference in Norman, Okla. on Oct. 3-6 15/July 12

OMAC
- Landing accident to delay OMAC-1 flight tests 60/Aug. 23

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PACIFIC AIRMOTIVE CORP.
- Develops way to rework PT6 engine accessory gearshaft drives with repair of worn splines 15/July 12

PAGE AVJET CORP.
- Announces two promotions—Charles M. Abell and Joseph S. Stevens were named vice presidents and general managers for the Aircraft Services Division 14/July 12

PAN AMERICAN WORLD AIRWAYS
- NTSB opens public hearing of July 9 crash at Kenner, La. 37/Aug. 2

PARKER-HANNIFIN CORP.
- Receives FAA/STC approval for new wheel and brake conversion kit for Beech 90 series aircraft 47/Aug. 9

PELORUS AVIATION CANADA LIMITED
- Sperry Flight Systems Avionics Division will locate its Northwestern SPEC pool at Pelorus' Northwestern facility in Calgary, Alberta 21/July 19

PENNSYLVANIA
- Legislature creates position of deputy secretary of aviation 5/July 5

PENTASTAR AVIATION
- Develops stress management program for pilots 43/Aug. 9

PEREGRINE AIR SERVICES
- Purchases a BAe Jetstream 31 and is discussing purchase of second aircraft 87/Sept. 13

PHOTOS
- Photo of Riley Turbine 404 on the back of this page 38/Aug. 2
- Photo of mating of Saab-Fairchild 340 commuter aircraft wing and fuselage on the back of this page 54/Aug. 16
- Photo of first Series 200 version of the BAe 146 on the back of this page 55/Aug. 16
- Photo of roll out of first production Canadair Challenger 601 business jet 70/Aug. 30
- Photo of first successful flight of Beech Model 1900 on the back of this page 84/Sept. 13
- Photo of "Optica," new Edgely aircraft ultra-light aircraft on back of this page 92/Sept. 20
- Photo of roll out of first production model of Citation III on back of page 102/Sept. 27

PIEDMONT AVIATION INC.
- Declares quarterly cash dividend of seven cents per share 39/Aug. 2

PILATUS AIRCRAFT LIMITED
- Delivers a PC-7 Turbo Trainer to its first airline training school customer, Swissair 54/Aug. 16

PILGRIM AIRLINES
- NTSB cites alcohol de-icer system in Pilgrim Twin Otter accident 20/July 19

PILOTS
- Pentastar Aviation develops stress management program for pilots 43/Aug. 9

PIPER AIRCRAFT CORP.
- Tom Gillespie resigns to take presidency of South Carolina firm 10/July 12
- Receives first fleet order for its new T-1040 turboprop aircraft 29/July 26
- Bangor Punta Corp. earnings plunge due to Piper performance 36/Aug. 2
- Initiates trade-in finance program 67/Aug. 30
- Expected to announce development of new version of Cheyenne turboprop 69/Aug. 30

Two employes killed in fatal test flight crash 74/Sept. 6
Officials say Cheyenne IV will compete with light jets 89/Sept. 20
Schedules worldwide dealer conference Nov. 19-20 in Florida 93/Sept. 20
President Max Bleck says Piper's bullish about future of industry 93/Sept. 20
Announces availability of cargo pod for Cheyenne IIXL propjet 102/Sept. 27
Establishes Pacific Cheyenne Sales as CORPAC for Cheyenne propjet 103/Sept. 27

PLESSEY AERO PRECISION CORP.
President John T. Stewart III elected to Cessna's board of directors 29/July 26

POCONO AIRLINES
Brockway purchase of airline cancelled 100/Sept. 27

PRATT AND WHITNEY
Sells turboprops to Chinese for new Y11T STOL aircraft 52/Aug. 16
P&W, Lockheed agree on 727 re-engine program 90/Sept. 20

PROFESSIONAL AIR TRAFFIC CONTROLLERS ORGANIZATION
Files for Chapter 7 bankruptcy 3/July 5

PROVINCETOWN-BOSTON AIRLINES
Carries over 100,000 revenue passengers in August—a new record for a regional airline 86/Sept. 13

PUBLICATIONS
Lloyds of London Press begins publishing *Lloyd's Aviation Law Newsletter* 6/July 5
General Aviation Ground Operations Handbook, National Safety Council, 72-pages 7/July 5
Avmark Inc. publishes *Small Transport Aircraft,* 50-pages, $75 30/July 26
RTCA publishes *Minimum Operational Performance Standards for Automatic Direction Finding (ADF) Equipment* 31/July 26
RTCA publishes *Minimum Operational Performance Standards for Automatic Direction Finding (ADF) Equipment* 31/July 26
NTSB releases *Aircraft Accident Report, Brief Format, U.S. Civil Aviation, Issue No. 2 of 1981* 38/Aug. 2
NTSB publishes *Issue No. 3 of Civil Aviation Briefs of Accidents* 39/Aug. 2
RTCA and EUROCAE publish *Software Considerations for Airborne Systems and Equipment Certification* 55/Aug. 16
Winter 1982-83 edition of *World Aviation Directory* to be available Sept. 1 61/Aug. 23
Facet Enterprises Inc. publishes new brochure that describes scavenge oil filter systems for improved helicopter component protection 62/Aug. 23
NTSB publishes *Aircraft Accident Reports, Brief Format, U.S. Civil Aviation, Issue No. 4 of 1981* 63/Aug. 23
Business and Commercial Aviation magazine offers special reprints of three-part article, "Justifying Corporate Aircraft" 78/Sept. 6
HAI to begin publishing *The Helicopter Annual* next year 79/Sept. 6
Cessna Aircraft Corp. publishes booklet—*Aircraft Co-Ownership* 95/Sept. 20

PUERTO RICO INTERNATIONAL AIRLINES
Receives adjusted rate of compensation for essential air service to Ponce, Puerto Rico from CAB 38/Aug. 2

PURITAN-BENNETT AERO SYSTEMS
Introduces new portable oxygen system for GA aircraft without installed oxygen systems 15/July 12
To outfit Citation III with oxygen masks 70/Aug. 30

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RADIO TECHNICAL COMMISSION FOR AERONAUTICS
To hold meeting of Executive Committee July 16 5/July 5
Special Committee 147 on traffic alert and collision avoidance systems will hold meeting on Sept. 1-2 in Washington 54/Aug. 16
RTCA and EUROCAE publish *Software Considerations for Airborne Systems and Equipment Certification* 55/Aug. 16
Special Committee 137 on airborne navigation systems to meet Sept. 14-16 in Washington 71/Aug. 30
Executive Committee to hold meeting Sept. 17 79/Sept. 6
Special committee 150 on minimum system performance standards for vertical separation above flight level 290 will meet in Washington on Oct. 6-7 103/Sept. 27

RAISBECK ENGINEERING INC.
Completes certification of newly designed main landing gear doors for high flotation gear equipped Beechcraft King Air 200s 47/Aug. 9

RANSOME AIRLINES
Announces Dulles-Laguardia service 35/Aug. 2
Simplifies fare structure 101/Sept. 27

RCA CORP.
Signs agreement with American Airlines to provide on-site preventative and remedial maintenance for that carrier's SABRE communications equipment 78/Sept. 6

READING AVIATION SERVICE, INC.
Reports net income of $348,954 for second quarter, a 40 percent increase over same period a year ago 62/Aug. 23

REGIONAL AIRLINE ASSOCIATION
Endorses FAA's flight/duty time rules 19/July 19
CAB considering RAA request on Default Protection Plan 92/Sept. 20

REPUBLIC AIRLINES
Allowed to suspend service to Kalispell, Mont. by CAB 64/Aug. 23
CAB prohibits from reducing service at Sault Ste. Marie, and Thief River Falls, Mich. through Sept. 27 88/Sept. 13
Starts executive charter service 92/Sept. 20

RESIGNATIONS
F.A. Kraak, director-corporate strategy and planning for Fokker, resigns 7/July 5
Piper's Tom Gillespie, senior vice president-assistant, resigns 10/July 12
Mason Phelps, director and senior vice president, Fairchild Industries Inc. 14/July 12
Richard C. Bullard, director of safety, Helicopter Association International, resigns to accept position in industry 61/Aug. 23
Air North President John Sullivan resigns 74/Sept. 6

RETIREMENTS
British Aerospace prepares for retirement of three top executives 36/Aug. 2
Robert J. Dixon, vice president-Fairchild Industries Inc., retires 47/Aug. 9
Cessna offers early retirement for salaried employes 68/Aug. 30

RILEY AIRCRAFT
Turbine 404 to make first flight later this month; artist's sketch of airplane on the back of this page 38/Aug. 2
Receives first designated alteration station (DAS) certificate from FAA 70/Aug. 30
Receives FAA supplemental type certificate for Turbine Eagle 421C 77/Sept. 6
Says it will expand facilities at Palomar Airport in Carlsbad, Calif. 94/Sept. 20
RIO AIRWAYS
Receives first of four de Havilland Dash 7 aircraft 86/Sept. 13
RIO-SUL AIRLINES
Purchases three used F27 aircraft 6/July 5
RMP INTERNATIONAL LIMITED
Awarded contract to develop $50 million aircraft and engine maintenance facility at airport in United Arab Emirates 55/Aug. 16
ROBEY SMITH CO.
Markets business jet with a range of 8,200 nautical miles 22/July 19
ROCKWELL INTERNATIONAL
Receives $19 million to buy long lead parts and materials for production models on NavStar global positioning satellite 87/Sept. 13
ROCKY MOUNTAIN PIPER
Offers charter service between Denver and fishing camps in Saskatchewan following receipt of Canadian certificate 39/Aug. 2
Receives CAB approval to terminate service at Laramie, Wyo. 29/July 26
ROUTES
Midstate Airlines to begin serving Duluth, Minn. and Superior, Wis. effective Aug. 15 30/July 26
Mississippi Valley Airlines adds one roundtrip between Des Moines and Kansas City 46/Aug. 9
Combs Freightair to begin all cargo service between Denver and eight Western U.S. cities 86/Sept. 13
Mid Pacific Air to begin scheduled service between Honolulu and Kona Nov. 19 with five roundtrips a day 87/Sept. 13

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SAAB-FAIRCHILD 340
Saab-Fairchild 340 commuter aircraft has wing and fuselage mated; photo on back of this page 54/Aug. 16
SAFETY
House subcommittee urges FAA R&D on safety programs 49/Aug. 16
GAO study says FAA needs to improve handling of safety hazards 52/Aug. 16
SCALED COMPOSITES INC.
Formed by Burt Rutan and Herb Iversen to develop and test manned scaled demonstrator versions of proposed aircraft 78/Sept. 6
SCOTT AVIATION
Develops emergency escape beathing device 62/Aug. 23
SECURITIES AND EXCHANGE COMMISSION
Midway Airlines to file registration statement with commission for sale of one million shares of common stock 95/Sept. 20
SEMINARS, WORKSHOPS AND CLASSES
"Super Safety Seminar '82," sponsored by FAA, NewAir Inc. and the University of New Haven, Sept. 25, New Haven, Conn. 4/July 5
ADMA plans to hold a series of one-day seminars for top management at its Nov. meeting 22/July 19
University of Southern California to present 11-day course in Aircraft Accident Investigation 63/Aug. 23
Auburn University, 18th Annual Southeastern Airport Management Seminar, March 1-3, 1983
Neely and Player, an Atlanta, Ga. law firm, to hold a seminar Sept. 22 for claims professionals 87/Sept. 13
MAI announces series of pilot seminars designed for high performance multi-engine aircraft 94/Sept. 20
University of Southern California offers ten-day course Jan. 31-Feb. 11 in helicopter accident investigation 94/Sept. 20
ASTM Committee E-24 to sponsor Sixteenth National Symposium on Fracture Mechanics Aug. 15-18, 1983 in Columbus, Ohio 95/Sept. 20
SENATE
Senate Finance Committee includes ADAP bill in tax package 1/July 5
Passes ADAP legislation; House set to act this week 25/July 26
House-Senate conferees to discuss ADAP 36/Aug. 2
House-Senate conferees agree on compromise ADAP bill 41/Aug. 9
House-Senate conferees attach amendments to War Risk Insurance Bill 37/Aug. 2
AOPA praises House-Senate agreement requiring three of five NTSB members to have safety background 46/Aug. 9
Passes five-year ADAP bill 57/Aug. 23
Committee concerned about rapid flight service station closures 99/Sept. 27
SERV-AIR INC.
Receives two contracts totaling $14 million for aircraft maintenance and related services in Saudi Arabia and Mexico 14/July 12
SHIPMENTS AND BILLINGS
Business/Personal Aircraft Industry— June unit shipments 13/July 12
Dismal first-half GAMA shipment report reflects state of the economy 17/July 19
Business/Personal Aircraft Industry—July Unit Shipments 45/Aug. 9
GA deliveries drop to under 300 units in August 82/Sept. 13
Business/Personal Aircraft Industry— August Unit Shipments 85/Sept. 13
SHORTS AIRCRAFT
Wins orders for four aircraft from two carriers 3/July 5
Mississippi Valley Airlines takes delivery of its 12th SD3-30 airliner 22/July 19
Recently rolls out 360 36-passenger aircraft three weeks ahead of schedule 55/Aug. 16
First production Model 360 makes maiden flight 61/Aug. 23
Names Dennis A. Head director of operations 79/Sept. 6
Shorts 360 wins CAA certification 83/Sept. 13
Receives another order for its Shorts 360; total number of orders and options now 28 86/Sept. 13
SIKORSKY AIRCRAFT
Awards IGW Corp. $6 million contract for

main transmissions and nose boxes for CH53E transport helicopters 6/July 5
Names Edmond R. Vianney vice president-product support 21/July 19
New York Helicopters purchases two S-58-T helicopters 69/Aug. 30
Reiterates international development/production proposal 76/Sept. 6

SIMMONS AIRLINES
Orders two commuter aircraft from Shorts 3/July 5

SINGER CO.
Link Flight Simulation Division has been awarded $29.7 million contract by Navy for prototype AH-64 helicopter combat mission simulator 55/Aug. 16

SLOTS
Commuters seek discussion authority at Washington National Airport 35/Aug. 2
CAB submits slot recommendations to FAA 43/Aug. 9
FAA outlines new slot transfer guidelines 46/Aug. 9
CAB allows commuters to discuss slot allocation at National Airport 50/Aug. 16

MIKE SMITH AERO INC.
Announces the availability of drag-reducing nose modification for Beechcraft Bonanzas 87/Sept. 13

SPAIN
Boeing Vertol delivers three 414s to Spanish Army 47/Aug. 9

THE SPARLING CO.
Develops new portable defueler 69/Aug. 30

SPERRY FLIGHT SYSTEMS
Will locate its Northwestern SPEX pool at the Pelorus Aviation Canada Ltd. facility in Calgary, Alberta 21/July 19
Says it has completed FAA certification on its dual channel SPZ-600 flight control system installed in a BAe 125-700 business jet 22/July 19
Designs new ColoRadar installation kit for the Agusta 109A twin-turbine helicopter 23/July 19
Plans to close Van Nuys facility 36/Aug. 2
Tom Bliss joins IntelCorp as market communication account manager 37/Aug. 2
Signs licensing agreement with Hazeltine Corp. to produce Hazeltine's Model 2800 MLS airborne receiver 53/Aug. 16
Selected by Aerospatiale/Aeritalia to provide avionics for ATR 42 63/Aug. 23

STANDARD AERO INC.
Newly-created parent corp. for Federal Industries Ltd. appoints William L. Carolla president and chief executive officer 39/Aug. 2

STEAD AVIATION CORP.
Says FAA has upgraded its STC SA63NE to permit it to provide operational and airworthiness approval of airborne VLF/Omega navigation systems as a sole source of overwater, long-range navigation 54/Aug. 16

STOCKS
Gates Learjet Corp. declares five cents per share cash dividend payable Aug. 31 21/July 19
Butler International Inc. declares regular quarterly cash dividend of 13 cents per share 38/Aug. 2
Piedmont Aviation Inc. declares quarterly cash dividend of seven cents per share 39/Aug. 2
Fairchild Industries declares third quarter cash dividend of 20 cents 78/Sept. 6
Midway Airlines to file registration statement with Securities and Exchange Commission for sale of one million shares of common stock 95/Sept. 20

STOL
Canadian government announces Montreal-Toronto-Ottawa STOL service 59/Aug. 23

SUPERIOR AIRCRAFT SALES INC.
Announces opening of a sales office in Denver, Colo. 15/July 12

SWISSAIR
Pilatus Aircraft Ltd. delivers a PC-7 Turbo Trainer to its first training school customer, Swissair 54/Aug. 16

SYSTEMS ENGINEERING ASSOCIATES CORP.
Tracor Inc. signs letter of intent to purchase Systems Engineering Associates Corp. 6/July 5

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TAXES
Congress passes five-year ADAP bill 57/Aug. 23
One FBO plans to keep its fuel prices at current levels despite new fuel taxes that go into effect Sept. 1 61/Aug. 23
Airline ticket purchasers will save money if they buy tickets before Sept. 1 when ticket tax increases from five to eight percent 61/Aug. 23
Collection of new aviation taxes to begin Wednesday 66/Aug. 30
IRS orders collection of new aviation taxes 73/Sept. 6
NATA to provide free analysis of new aviation user taxes 77/Sept. 6
Reagan signs tax bill that includes new aviation levies 82/Sept. 13

TELEDYNE NEOSHO
Completes test cell modifications and is now authorized by Garrett and FAA to overhaul Garrett TPE331-8, -10 and -11 53/Aug. 16

TEL-INSTRUMENT ELECTRONICS CORP.
Appoints 3-B Associates Inc. sales representative in California, Nevada, Washington and Oregon 30/July 26

TERRA CORP.
Introduces 720-channel transceiver that weighs 1.25 pounds 21/July 19
Produces new line of emergency power units 30/July 26

TEXAS
E-Systems Inc. completes a solar power plant at the Dallas/Ft. Worth Regional Airport 22/July 19
Appeals court rejects petitions by Houston and American Airlines and upholds DOT regulations restricting nonstop air carrier operations to and from Washington's National Airport to those facilities with a 1,000-mile perimeter 28/July 26
Crash of overloaded Cessna 414 kills 12 35/Aug. 2

TEXAS AERONAUTICS COMMISSION
Approves certificate of operating authority for Executive Airlines 71/Aug. 30
Grants Emerald Airlines authority to suspend operations at Austin, Brownsville and Houston Hobby 71/Aug. 30

3-B ASSOCIATES INC.
- Appointed sales representative for Tel-Instrument Electronics Corp. in California, Nevada, Washington and Oregon 30/July 26

TOTAL FLOOD CORP.
- Awarded contract to design engine fire protection system for Dornier 128-6 94/Sept. 20

TRACOR INC.
- Signs letter of intent to purchase Systems Engineering Associates Corp. 6/July 5

TRADE
- AIA issues report on barriers to U.S. trade 18/July 19
- Rep. Glickman (D-Kan.) calls for report on aircraft trade with other nations which requires the Special Trade Representative and the FAA Administrator to report to Congress 34/Aug. 2
- Fairchild-Embraer trade confrontation shapes up as major battle 73/Sept. 6
- ITC to vote Sept. 27 on Brazilian aircraft import case 81/Sept. 13
- ITC to vote this week on Fairchild complaint against Embraer 90/Sept. 20
- ITC rejects Fairchild petition, appeal anticipated 97/Sept. 20

TRAFFIC
- Mid Pacific air carries 65,430 revenue passengers in June, an 86.2 percent increase over same month last year 15/July 12
- Midstate Airlines reports seven-month traffic total of 119,000, a 79 percent increase over June 1981 31/July 26
- Air Midwest Inc. announces 5.5 percent increase in passenger enplanements 39/Aug. 2
- Henson Airlines boards 59,413 passengers in July—a 23.7 percent increase over July 1981 79/Sept. 6
- Mid Pacific Air carries 86,002 revenue passengers in Aug. 1982. 87/Sept. 13
- Cascade Airways Inc. reports record high August traffic of 28,748 passengers—a 63 percent increase over August 1981 95/Sept. 20

TRANS WORLD AIRLINES
- Mississippi Valley Airlines Inc. to co-host in the TWA computerized reservation system 23/July 19

TRANSPORTATION, DEPARTMENT OF
- Appeals court rejects petitions by Houston and American Airlines and upholds DOT regulations restricting nonstop air carrier operations to and from Washington's National Airport and those facilities with a 1,000-mile perimeter

TRAVEL AGENCIES
- Delta marketing new DATAS II reservations systems 4/July 5
- House subcommittee to examine reservations systems 98/Sept. 27

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UNITED ARAB EMIRATES
- RMP International Ltd. awarded contract to develop $50 million aircraft and engine facility at airport in Abu Dhabi 55/Aug. 16

U.S. AIR FORCE
- Fairchild, Garrett win next generation trainer competition 3/July 5
- Rejects Cessna proposal for T-39 replacements 83/Sept. 13
- Official says Fairchild NGT superior to competitors 101/Sept. 27

UNITED STATES ARMY
- Awards King Radio Corp. contract for helicopter communications systems 21/July 19
- Beech Aircraft Corp. receives Army contract to demonstrate using liquid methane to fuel a Hughes TH-55A helicopter 53/Aug. 16
- Aviation Research and Development Command awards $19 million contract to Bell Helicopter Textron and Boeing Vertol for development of composite rotor blades for UH-1H helicopters 87/Sept. 13
- Beech wins Army contract for converting helicopters to methane fuel 92/Sept. 20

U.S. JET AVIATION
- Moves to its new suite of offices at Washington National Airport's Butler terminal 53/Aug. 16

UNITED STATES NAVY
- Singer Company's Link Flight Simulation Division has been awarded $29.7 million contract by Navy for prototype AH-64 helicopter combat mission simulator 55/Aug. 16
- Hazeltine Corp. receives $1.4 million contract from Navy Aviation Supply Office for AN/APX-72 airborne IFF transponders 55/Aug. 16
- Completes 500,000 flight hours in its fleet of Beech T-34C turboprop trainers 70/Aug. 30
- Kaman Aerospace Corp. receives advance acquisition contract for procurement of 18 additional Kaman SH-2F helicopters 77/Sept. 6

UNITED STATES POSTAL SERVICE
- Wants to meet with airlines about carriage of mail 11/July 12

UNITED TECHNOLOGIES CORP.
- Hamilton Standard Division appoints John Lovkay executive vice president; makes four other appointments 47/Aug. 9
- Relocates Washington offices 69/Aug. 30
- Joseph M. Barr, 77, former vice president of United Aircraft Corp., a predecessor of United Technologies, died Aug. 20 70/Aug. 30
- Hamilton Standard Division awarded $7.4 million contract to NASA's Lewis Research Center to further develop Prop Fan 79/Sept. 6
- To dedicate joint venture with VMF Stork—Hamilton Standard Stork B.V.—in Netherlands 95/Sept. 20

UNIVERSITY OF SOUTHERN CALIFORNIA
- To present 11-day course in Aircraft Accident Investigation Dec. 6-17 63/Aug. 23
- Offers ten-day course Jan. 31-Feb. 11 in helicopter accident investigation 94/Sept. 20

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VAN DUSEN AIR INC.
- Appointed by DeVore Aviation Corp. to distribute its line of Tel-Tail vertical tail floodlights 7/July 5
- Reports lower earnings in first quarter 26/July 26
- Signs agreement with North Pole Refining to act as intoplane fueling agent 62/Aug. 23
- Introduces On-Board Battery Charger to GA market 69/Aug. 30
- Opens new 40,000 square foot hangar and office space at Corpus Christi International Airport 103/Sept. 27

VMF STORK
- To dedicate joint venture with United

Technologies—Hamilton Standard Stork, B.V.—in Netherlands 95/Sept. 20

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WASHINGTON
FAA Northwest Mountain Regional Office and Snohomish County, Wash. announces the availability of draft environmental statement for new GA runway at Paine Field 71/Aug. 30

WASHINGTON NATIONAL AIRPORT
Appeals court upholds 1,000-mile perimeter rule at DCA 28/July 26
Court decision upholding 1,000-mile perimeter rule at DCA makes for "interesting reading" 29/July 26
Commuters seek slot discussion authority 35/Aug. 2
CAB allows commuters to discuss slot allocation at National Airport 50/Aug. 16
U.S. Jet Aviation moves to its new suite of offices at Washington National Airport's Butler terminal 53/Aug. 16

WEATHER
FCC designates new frequency for broadcast of weather data 12/July 12
House Reps. Glickman and Gore to hold investigative hearing on aviation weather 46/Aug. 9

WEATHER NETWORK
Promotes computerized weather forecasting and information service for operators of private aircraft and small/medium-size airports 78/Sept. 6

WESTERN GEAR CORP.
Receives contract from General Electric to manufacture accessory drives for the GE T-64 engine 95/Sept. 20

WHITE HOUSE
CAB's essential service program dependent on subsidy bill 1/July 5
Reagan expected to sign bill containing CAB subsidy funds 17/July 19
IRS orders collection of new aviation taxes even though President Reagan has not signed tax bill 73/Sept. 6
President Reagan signs tax bill that includes new aviation levies 82/Sept. 13
Reagan to nominate Mediation Board members 101/Sept. 27

WIEN AIR ALASKA INC.
CAB allows Wien to suspend service at Skwentna, Alaska 94/Sept. 20

WINTERS AIRCRAFT ENGINEERING CO.
Receives FAA supplemental type certificate for installation of auxiliary fuel tanks 78/Sept. 6

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ZIFF-DAVIS PUBLISHING CO.
Winter 1982-1983 edition of *World Aviation Directory* to be available Sept. 1 61/Aug. 23

C9700-3 4/4/83

THE WEEKLY OF
BUSINESS AVIATION

DAVE COLLOGAN/EDITOR
MONICA MOORE/ASSISTANT EDITOR
1156 15th STREET, N.W./WASHINGTON, D.C. 20005
PHONE: (202) 822-4600/TELEX: 89-2447

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Learjet Modifies Safety Program . . . . . Page 107
New Van Dusen President Named . . . . Page 108
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WESTCHESTER NOISE CONTROVERSY HEADED BACK TO COURT

The long-standing controversy between aircraft operators at Westchester County Airport in White Plains, N.Y. and the county government over noise regulations at the facility appears headed back to federal court. Attorneys for the National Business Aircraft Association last week sent a letter to the Westchester county attorney informing him that the association plans to ask the Federal District Court for the Southern District of New York to place the case back on its active file.

Legal action has been held in abeyance since late 1981 under a series of court-approved stipulations between the parties that generally curtailed operations during the curfew hours although permitting flights to begin operating at 6:30 a.m. instead of 7 a.m. The stipulations were predicated, however, on establishment of a comprehensive noise monitoring program to measure the noise impact of various types of aircraft.

NBAA charged last week that the county acted in bad faith and has purposely delayed implementation of that noise monitoring plan. Because of the county's refusal to participate, NBAA said the noise monitoring program "may never go forward on a cooperative basis, and will probably be replaced by an injunction which will reopen the county airport to full-time night operations. The responsibility for this result must fall squarely upon the county government."

Asked about NBAA's action, a county spokesman said, "We are prepared to go to court and win."

GA SAFETY PANEL RECOMMENDS STEPS TO REDUCE FATAL ACCIDENTS

A General Aviation Safety Panel, formed at the request of FAA Administrator J. Lynn Helms, has submitted a series of recommendations to the agency regarding weather, training, crashworthiness and dissemination of safety data designed to reduce fatal general aviation accidents. The recommendations have been under review by FAA officials for a number of weeks. They are expected to make their recommendations on the panel's report to FAA Administrator J. Lynn Helms in the near future.

The panel, which included representatives of aviation organizations, insurance companies, publications, manufacturers and training organizations *(see list on the back of Page 106)* noted that "six of 10 of the leading causal factors" in fatal GA accidents in a representative year involved weather in some form. The group recommended that night weather minimums for all fixed-wing aircraft for all airspace—both controlled or uncontrolled—be standardized at the requirements for ceiling, visibility and distance from clouds that presently exist for controlled airspace.

The group also recommended better dissemination of weather information, including a program to encourage pilots to give inflight pilot reports (PIREPS). Priority would be given to PIREPS filed by frequent fliers—those who fly at least 200 hours per year—with a special frequency designated for exchange of PIREPS. Other recommendations called for: accelerated establishment of the high altitude Enroute Flight Advisory System; greater use of National Weather Service data by implementation of data links and transmission of weather data between sources of ground-based weather information and aircraft; and, better organization of FAA weather activities.

In regard to training, the panel unanimously recommended that FAA endorse a program of yearly recurrent training. A majority of the group recommended that in order to be able to carry passengers or

(Continued on the following page)

PUBLISHED BY THE BUSINESS PUBLICATIONS DIVISION OF ZIFF-DAVIS PUBLISHING CO. SUBSCRIPTIONS: ONE YEAR $190, SIX MONTHS $115

VAN DUSEN ELECTS NEW PRESIDENT — Board of directors of Van Dusen Air Inc. has elected Eugene A. DePalma president and chief operating officer, filling a vacancy left when former president Allan O. Johnson was named vice president-finance earlier this year *(BA, Feb. 7/43)*. DePalma has held various positions since joining the company in 1962, most recently as executive vice president and chief operating officer. He has been a member of Van Dusen's board of directors since 1977 and is a past director of the Aviation Distributors and Manufacturers Association and the Minnesota Aviation Trades Association. G.B. Van Dusen will remain as chairman and CEO of the company.

RAA REPORTS 20 PERCENT INCREASE IN COMMUTER TRAFFIC LAST YEAR — Regional Airline Association said last week the number of passengers who traveled on regional/commuter airlines in 1982 totaled 18.5 million, up 20 percent from the 15.4 million carried in 1981. Information was compiled as a result of a comprehensive survey by RAA of all U.S. regional and commuter airlines for inclusion in the association's upcoming annual report *(BA, March 28/101)*.

RAA said the number of regional/commuter carriers operating last year fell 10 percent to 245, but revenue passenger miles rose 26 percent to 2.61 billion and cargo shipments rose 11 percent to 757 million pounds. Number of aircraft operated by the carriers rose six percent to 1,847 units and total airports served rose seven percent to 817 *(see chart on the back of this page)*.

The association said its *Industry Annual Report* with 1982 statistics will be available in June at a price of $25. For more information, contact RAA at 1101 Connecticut Ave., N.W., Suite 700, Washington, D.C. 20036.

FAA SEEKS COMMENT ON COLLEGE/UNIVERSITY PROJECT — Federal Aviation Administration is asking for public comment on a five-year demonstration of its Airway Science Curriculum program to be offered at various colleges and universities in the U.S. Purpose of the demonstration project is to determine whether the FAA-approved courses will provide the agency with better trained candidates for certain occupations. The Airway Science Curriculum program was developed by FAA Administrator J. Lynn Helms as part of his ongoing efforts to upgrade the managerial and technical capabilities of the agency.

The college-level curriculum, leading to a bachelor's degree, will provide a broad foundation in math, science, and management topics as well as in aviation. Major areas of specialization include aviation management, computer science, aircraft operations and flight technology, and installation and operation of aviation facilities. During the five-year project, the agency expects to hire 1,400 persons who have completed the Airway Science Curriculum starting at a GS-7 salary of $16,559 per year. The proposed project was outlined in the March 18 *Federal Register.* Comments are due May 17 and can be sent to: Terry W. Culler, Assistant Director for Planning and Evaluation, U.S. Office of Personnel Management, Room 7R48, 1900 E St., N.W., Washington, D.C. 20415. In addition, a public hearing on the proposed project plan will be held in Washington D.C. on April 22 beginning at 9 a.m.

BRITISH AEROSPACE ESTABLISHES 146 OFFICE IN WASHINGTON — British Aerospace has established a Washington marketing office for its BAe 146 four-engine jetliner "due to growing interest in the new feederliner throughout North America." The new office, located at Dulles International Airport, will be headed by James C. Kane, senior regional marketing executive-North America and assisted by David King. Also on the marketing team will be Rob Langley, regional marketing executive, who will be based in the BAe sales office near Los Angeles. The Washington marketing office address is: British Aerospace, P.O. Box 17414, Dulles International Airport, Washington, D.C. 20041. Telephone number is (703) 435-9100.

REP. GLICKMAN INTRODUCES LEGISLATION CALLING FOR 'FAIR TRADE' — Rep. Dan Glickman (D-Kan.) recently introduced legislation requiring the U.S. Director of the International Monetary Fund to cast a vote against providing support to any country which puts up restrictive trade barriers limiting access of U.S. goods to its markets. In a statement on the House floor, Glickman said "it is ludicrous for us to vote to help countries straighten out their economies with IMF support while they are restricting the sale of U.S. goods in their countries." Glickman cited Brazil as an example, stating that "it has imposed very stringent, virtually prohibitive restrictions on the import of U.S. general aviation aircraft" even though it is a member of the IMF and currently benefits from fund assistance.

1982 REGIONAL/COMMUTER AIRLINE RESULTS

	1981	1982	%Change
Carriers Operating:	277	245	-10%
O&D Passengers (millions):	15.42	18.55	+20%
RPMs (billions):	2.09	2.61	+26%
Cargo Pounds (millions):	681	757	+11%
Av. Pax Trip (miles):	136	141	+ 4%
Total Airports Served in North America:			
by Regional/Commuters:	756	817	+ 7%
by Majors/Nationals:	389	323	-17%
Airports Exclusively Served			
by Regional/Commuters:	504	566	+12%
by Majors/Nationals:	80	49	-39%

Source: REGIONAL AIRLINE ASSOCIATION 3/29/83

STATUS OF AIRPORT AND AIRWAY TRUST FUND

Jan. 31, 1983

		Current Month	Fiscal Year to Date
I.	BALANCE - BEGINNING OF PERIOD	$ 4,238,988,085.72	$ 3,881,478,472.29
II.	RECEIPTS:		
A.	Excise Taxes (Transferred from General Fund):		
	1. Any liquid fuel other than gasoline	7,400,000.00	29,610,000.00
	2. Tires used on aircraft	70,000.00	304,000.00
	3. Tubes used on aircraft	10,000.00	39,000.00
	4. Gasoline:		
	a. Commercial 4 cents tax	100,000.00	400,000.00
	b. Non-commercial 4 cents tax	1,200,000.00	4,590,000.00
	c. Non-commercial 8 cents tax	2,400,000.00	9,480,000.00
	5. Transportation by air, seats, berths, etc.	151,100,000.00	594,340,000.00
	6. Use of international travel facilities	5,700,000.00	20,100,000.00
	7. Transportation of property and cargo	8,300,000.00	28,950,000.00
	8. Use of civil aircraft	-0-	-0-
	Total Tax Receipts	176,280,000.00	687,813,000.00
B.	Less Reimbursement to General Fund-Refund of Taxes and Estimated Tax Credits:		
	1. Commercial avaiation gasoline	-0-	-0-
	2. Non-commercial gasoline	-0-	-0-
	3. Civil aircraft	-0-	32,061.00
	4. Any liquid fuel other than gasoline	-0-	33.00
	5. Gasoline - Retailer's tax	-0-	112.00
	6. Airline Ticket Refund	-0-	-0-
	7. Gasoline - Manufacturers Tax	-0-	-0-
	Total Reimbursement for Tax Refunds	-0-	32,206.00
	Net Tax Receipts	176,280,000.00	687,780,794.00
C.	Federal Payments	-0-	-0-
D.	Transfers from the General Fund	-0-	-0-
E.	Interest on Investments	249,144.42	240,132,806.38
	Net Receipts	176,529,144.42	927,913,600.38
III.	EXPENDITURES:		
A.	Federal Aviation Administration:		
	1. Operations	(625.00)	219,997,631.05
	2. Grants-in-Aid for Airports	35,797,579.11	127,316,310.55
	3. Facilities and Equipment	18,033,745.24	86,273,241.78
	4. Research, Engineering and Development	5,622,455.48	19,736,700.98
B.	Aviation Advisory Commission-Salaries & Expense	-0-	-0-
C.	Interest on Refunds of Taxes	-0-	4,113.00
	Total Expenditures	59,453,154.83	453,327,997.36
IV.	BALANCE-END OF PERIOD	4,356,064,075.31	4,356,064,075.31

STATEMENT OF FINANCIAL CONDITION

ASSETS:		
Undisbursed Balances:		
Airport and Airway Trust Fund (20X8103)	$ 984.08	
Operations	4,228.87	
Grants-in-Aid for Airports	(4,502,465.99)	
Facilities and Equipment	5,968,031.66	
Research, Engineering and Development	5,231,296.69	
Aviation Advisory Commission-Salaries and Expenses	-0-	$ 6,702,075.31

Treasury Department Chart

C9700-3 4/12/83

THE WEEKLY OF BUSINESS AVIATION

DAVE COLLOGAN/EDITOR
MONICA MOORE/ASSISTANT EDITOR
1156 15th STREET, N.W./WASHINGTON, D.C. 20005
PHONE: (202) 822-4600/TELEX: 89-2447

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CBO SUPPORTS AIRSPACE MODERNIZATION, BUT WARNS OF POTENTIAL PROBLEMS

The director of the Congressional Budget Office last week said FAA's proposed multi-billion dollar airspace modernization program "offers the nation a sound economic investment," but warned that major structural changes will be required within FAA to keep the program cost effective.

CBO Director Alice Rivlin told the House subcommittee on transportation appropriations the modernization program is long overdue. However, she noted that FAA's estimates of cost savings from the plan depend heavily on reducing operating and maintenance costs through facility consolidation and staff reductions. Rivlin said the present 25 enroute centers and 188 airport approach facilities "would be consolidated into about 30 facilities by the year 2000. In addition, the 317 flight service stations would be reduced to 61" in the same time frame. Staffing would be reduced accordingly, from the authorized level of 37,122 in 1983 to 30,200 in 1985 and to 24,200 by the turn of the century.

Rivlin said the major cost of the modernization program—$10.7 billion in 1982 dollars—represents about 83 percent of total costs, including federal investment in computer hardware and software improvements and related expenses. The remaining 17 percent represents investment expense for airline and general aviation users who would need to purchase compatible cockpit equipment. Rivlin said FAA estimates its modernization plan would save the federal government $25 billion between 1982 and 2000 with another $12 billion accruing to the airline and general aviation users in the form of lower operating costs and reduced delays.

The savings projected by FAA, however, "depend critically upon the closure of hundreds of manned facilities, and a reduction of 14,800 in the number of FAA employes, or 40 percent of the authorized work force level," Rivlin said. She noted that "such changes have encountered opposition in the past in the Congress and among labor and aviation groups. If this reluctance delayed the changes this time by as much as five years, the project overall would still be worthwhile . . . (but) if reluctance to make organizational changes wiped out half the total projected savings in operating costs, then the FAA would actually lose money by implementing the plan."

Members of Congress have opposed FSS consolidation in the past when such proposals threatened the loss of relatively high-paying FAA jobs in their districts. Aircraft Owners and Pilots Association recently sent a letter to DOT Secretary Elizabeth Dole noting the organization's opposition to consolidation of existing FSS facilities in 61 locations *(BA, March 28/99).*

HELMS SAYS GAO REPORT ON AIRCRAFT USE IS FULL OF ERRORS

A just-released General Accounting Office report, which charged that Federal Aviation Administrator J. Lynn Helms and his staff misused government aircraft for personal reasons and that 71 percent of the agency's pilots are not sufficiently trained, "is so replete with errors, omissions, inaccuracies and inadequacies" that FAA will need about a month to respond to the document, Helms told a House subcommittee last week.

Under questioning by members of the transportation appropriations panel at a hearing on FAA's fiscal 1984 budget, Helms attacked GAO allegations that he and his family, as well as FAA employes, had wasted

(Continued on the following page)

PUBLISHED BY THE BUSINESS PUBLICATIONS DIVISION OF ZIFF-DAVIS PUBLISHING CO. SUBSCRIPTIONS: ONE YEAR $190. SIX MONTHS $115.

BUSINESS/PERSONAL AIRCRAFT INDUSTRY – MARCH UNIT SHIPMENTS

		March 83	Cal. Year	Fisc.† Year
BEECH AIRCRAFT CORP.				
• Single-Engine				
BE-77	Skipper	0	0	2
BE-C23	Sundowner	2	3	7
BE-C24R	Sierra	0	1	7
BE-F33A	Bonanza	4	5	10
BE-V35B	Bonanza	1	3	4
BE-A36	Bonanza	5	12	25
BE-B36TC	Bonanza	6	13	22
• Multi-Engine				
BE-B55	Baron	2	3	3
BE-E55	Baron	0	0	3
BE-58	Baron	4	7	17
BE-58TC	Baron	0	1	1
BE-58P	Baron	2	5	18
BE-76	Duchess	0	0	1
BE-860	Duke	1	3	4
BE-C99	Airliner	2	2	3
BE-C90-1	King Air	3	7	15
BE-F90	King Air	1	4	9
BE-B100	King Air	1	1	2
BE-200	Super King Air	5	10	28
BE-200C	Super King Air	0	1	1
BE-200T	Super King Air	0	0	1
TOTAL		39	81	183
Manufacturers net billing - $20,881,609				
BRITISH AEROSPACE				
• Multi-Engine				
HS-125-700	Model A	1	1	5
HS-125-700	Model B	2	4	7
TOTAL		3	5	12
BRITTEN-NORMAN (Bembridge) LTD				
• Multi-Engine				
BN-2	Islander	0	0	5
BN-2T	Islander	1	1	2
Mark III	Trislander	0	0	0
TOTAL		1	1	7
CESSNA AIRCRAFT CO.				
• Single-Engine				
CE-152		14	47	90
CE-A152	Aerobat	0	0	2
CE-172	Skyhawk	8	52	97
CE-172	Cutlass	3	7	7
CE-172RG	Cutlass	4	13	31
CE-180	Skywagon	0	0	0
CE-182	Skylane	5	12	42
CE-122	Turbo Skylane	0	2	5
CE-182RG	Skylane RG	1	9	16
CE-182RG	Turbo Skylane RG	1	4	11
CE-185	Skywagon	6	9	17
CE-U206	Stationair 6	4	20	33
CE-TU206	Turbo Stationair 6	9	21	36
CE-208	Stationair 8	2	4	7
CE-TU208	Turbo Stationair 8	0	0	0
CE-210	Centurion	0	1	9
CE-T210	Turbo Centurion	3	16	32
CE-P210	Pressurized Centurion	0	7	13
CE-188	AgHusky	3	8	13
CE-188	AgTruck	1	2	7
• Multi-Engine				
CE-303	Crusader	7	17	35
CE-310		0	0	0
CE-T310		0	0	0
CE-335		0	1	1
CE-340		2	5	9
CE-402		2	8	12
CE-404	Titan	0	0	2
CE-414	Chancellor	0	1	6
CE-421	Golden Eagle	1	3	8
CE-425	Conquest I	4	11	24
CE-441	Conquest II	2	8	15
CE-500	Citation I	0	2	11
CE-550	Citation II	3	10	32
CE-650	Citation III	1	2	2
CESSNA/REIMS AVIATION				
• Single-Engine				
CE-F152		1	4	10
CE-F152	Aerobat	0	0	1
CE-F172	Skyhawk	0	0	7
CE-FR172	Hawk XP	0	0	0
CE-F182	Skylane	0	0	0
CE-F182RG	Skylane RG	0	0	0
TOTAL		87	306	643
Manufacturers net billing - $27,664,833				

		March 83	Cal. Year	Fisc.† Year
AVIONS-MARCEL DASSAULT				
• Multi-Engine				
AD-My.10	Falcon	0	1	3
AD-My.20	Falcon	0	0	1
AD-My.200	Falcon	1	1	1
AD-My.50	Falcon	1	5	23
TOTAL		2	7	28
EMBRAER				
• Single-Engine				
EMB-200		0	0	0
EMB-201	Ipanema	3	6	10
EMB-710	Carioca (PA-28-235 Dakota)	0	2	2
EMB-711	Corisco (PA-28RT-201 Arrow)	0	1	1
EMB-712	Tupi (PA-28-181 Archer II)	1	1	1
EMB-720	Minuano (PA-32-310 Saratoga)	0	0	1
EMB-721	Sertanejo(PA-32R-301 Saratoga)	0	0	2
• Multi-Engine				
EMB-110	Bandeirante	0	2	9
EMB-121	Xingu	1	1	4
EMB-810D	Seneca II	5	12	28
EMB-820	Chieftain	0	0	0
TOTAL		10	25	58
FAIRCHILD AIRCRAFT CORP.				
• Multi-Engine				
Metro IIA		0	0	2
Metro III		2	4	16
Merlin III-C		0	0	0
Merlin IV-C		0	0	5
TOTAL		2	4	23
Manufacturers net billing - $3,978,000				
(Exports: 1 Metro III to West Germany)				
GATES-LEARJET				
• Multi-Engine				
LR-25D		0	0	3
LR-35A		1	1	10
LR-36A		0	2	2
LR-55		3	4	20
TOTAL		4	7	35
(Exports: 1 LR-55 to West Germany)				
GULFSTREAM AEROSPACE				
• Single-Engine				
GR-164	Agcat	0	0	1
• Multi-Engine				
G-47	Cougar	0	0	0
GR-1159A	Gulfstream III	3	6	20
AE-840	Turbo Commander	1	4	6
AE-900	Commander 900	4	4	8
AE-980		0	0	1
AE-1000		0	2	11
TOTAL		8	16	47
Manufacturers net billing - $36,031,000				
(Exports: 1 Commander 900 to West Germany and Philippines)				
ISRAEL AIRCRAFT INDUSTRIES				
• Multi-Engine				
1124	Westwind	1	2	2
TOTAL		1	2	2
LAKE AIRCRAFT				
• Single-Engine				
LA-4-200	Buccaneer	4	6	14
TOTAL		4	6	14
Manufacturers net billing - $397,000				
MAULE AIRCRAFT				
• Single-Engine				
M-5-180C		1	1	3
M-5-200		0	0	1
M-5-235C	Lunar Rocket	1	2	3
M-6-235		1	5	10
TOTAL		3	8	17
Manufacturers net billing - $114,430				
MITSUBISHI				
• Multi-Engine				
Solitaire		0	0	0
Marquise		0	2	11
Diamond		6	10	23
TOTAL		6	12	34
(Exports: 1 Diamond to Canada, Finland, Australia)				
MOONEY AIRCRAFT CORP.				
• Single-Engine				
M-20J	201	6	19	39
M-20K	231	6	13	44
TOTAL		12	32	83
(Exports: 1 M-20K to Switzerland)				

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		March 83	Cal. Year	Fisc.† Year
PIPER AIRCRAFT CORP.				
• Single-Engine				
PA-18-150	Super Cub	0	0	33
PA-38-112	Tomahawk	0	6	13
PA-28-161	Warrior	13	34	63
PA-28-181	Archer II	10	25	54
PA-28-236	Dakota	4	10	17
PA-28RT-201	Arrow IV	0	0	4
PA-28RT-201T	Turbo Arrow IV	2	9	27
PA-32-301	Saratoga	4	7	18
PA-32-301T	Turbo Saratoga	1	4	6
PA-32R-301	Saratoga SP	3	6	15
PA-32R-301T	Turbo Saratoga SP	6	11	21
PA-36-375	Pawnee Brave	0	10	42
• Multi-Engine				
PA-23-250	Aztec	0	0	0
PA-31-310	Navajo	0	0	2
PA-31-325	Navajo C/R	2	3	6
PA-31-350	Chieftain	3	14	27
PA-31T-501T	Cheyenne I	1	2	7
PA-31T-620	Cheyenne II	0	6	8
PA-31T2-620	Cheyenne II XL	2	4	7
PA-42-720	Cheyenne III	1	1	8
PA-34-200T	Seneca II	0	0	0
PA-34-220T	Seneca III	10	30	59
PA-44-180	Seminole	0	0	0
PA-44-180T	Turbo Seminole	0	0	1
PA-600A	Aerostar	0	0	0
PA-601B	Aerostar	1	1	1
PA-601P	Aerostar	0	0	0
PA-602P	Aerostar	1	8	12
PA-T1020		0	0	1
PA-T1040		0	1	7
TOTAL		64	192	459

Manufacturers net billing - $11,106,100

		March 83	Cal. Year	Fisc.† Year
ROCKWELL INTERNATIONAL				
• Multi-Engine				
NA-65	Sabreliner	0	0	0
Model 60		0	1	1
TOTAL		0	1	1
SHORT BROTHERS LTD.				
• Multi-Engine				
SBJ-CS-7	Skyvan	*	0	0
SD-3-30		*	0	0
SD-3-60		*	4	7
TOTAL		*	4	7
	SINGLE-ENGINE	149	453	1,008
	MULTI-ENGINE	97	256	645
	GRAND-TOTAL	246	709	1,653

UNIT SHIPMENTS COMPARATIVE TREND: 18 MANUFACTURERS

	March			Cal. Year to Date			Fisc. Year to Date§		
	1983	1982	1981	1983	1982	1981	1983	1982	1981
Beech	39	72	131	81	197	329	183	475	660
British Aerospace	3	1	5	5	6	9	12	17	19
Britten-Norman	1	2	3	1	8	7	7	16	21
Cessna	87	286	469	306	726	1,149	643	1,652	2,726
Dassault	2	8	10	7	24	23	28	41	45
Embraer	10(4)	11(4)	18(6)	25(9)	52(18)	65(32)	58(23)	100(35)	164(66)
Enstrom	*	*	4	*	*	14	*	*	26
Fairchild	2	7	9	4	18	14	23	54	35
Gates	4	14	12	7	26	24	35	70	62
Gulfstream	8	8	28	16	17	81	47	58	174
Israel	1	*	2	2	*	6	2	*	16
Lake	4	0	3	6	3	10	14	13	26
Maule	3	5	2	8	9	9	17	16	19
Mitsubishi	6	3	*	12	5	4	34	17	14
Mooney	12	18	29	32	59	70	83	131	144
Piper	64	131	289	192	312	683	459	781	1,307
Rockwell	0	0	6	1	0	11	1	2	19
Short	*	0	0	4	0	0	7	0	5
TOTALS	240	559	1,008	693	1,428	2,475	1,618	3,378	5,384

Parentheses show actual Embraer deliveries, not including aircraft kits.

* Figures are not available from the manufacturer.
§ Fiscal Year: Oct. 1 through Sept. 30.

C9700-3 4/18/83

THE WEEKLY OF BUSINESS AVIATION

DAVE COLLOGAN/EDITOR
MONICA MOORE/ASSISTANT EDITOR
1156 15th STREET, N.W./WASHINGTON, D.C. 20005
PHONE: (202) 822-4600/TELEX: 89-2447

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SENATE BUDGET COMMITTEE CUTS AIRPORT F&E TO $617 MILLION

Senate Budget Committee last week cut airport facilities and equipment funding from $1 billion to $617 million for Fiscal Year 1984. Cut was made despite attempts by Sen. Nancy Kassebaum (R-Kan.), chairman of the Senate aviation subcommittee, to have the full $1 billion reinstated. The full House had already approved $1 billion for airport F&E. Funding for FY 1984 airport improvements is $993 million in both the Senate committee bill and House resolutions. In addition, the budget committee accepted a House figure of $105 million for Federal Aviation Administration research, engineering and development, although the Reagan Administration had originally asked for $286 million. It is expected that transportation funding will be discussed again when the budget committee meets Tuesday (April 19).

DESPITE LONG-TERM OPTIMISM, GA COMPANIES STILL SEEKING ECONOMIC RECOVERY

Top executives of major general aviation manufacturing companies said last week they remain optimistic about the long-term outlook for the industry, but indicated that recovery from the past two years of recession is still not in hand.

Appearing on a "Top Management" panel at the Business Aircraft Meeting of the Society of Automotive Engineers in Wichita, Elvie Smith, president of the Pratt & Whitney Aircraft Company of Canada, forecast sharp increases in the number of turbofan and turboprop airplanes and helicopters to be delivered over the next decade. In the 10 years ended in 1982, Smith said the industry delivered 3,616 turbofans, 7,210 turboprops and 10,133 helicopters. For the 10 years ending in 1992, Smith predicted that turbofan deliveries will increase 39 percent to 5,046 units, turboprop shipments will jump 68 percent to 12,148 aircraft and helicopter deliveries will increase 48 percent to 14,975. Smith said he believes there will be continued growth in the turbine-powered market for the foreseeable future, adding that he has "a thoroughly positive view" of the general aviation industry.

Other speakers, while generally agreeing with the long-term prospects outlined by Smith, concentrated on the less favorable state of the industry at the present time. Bermar S. (Bib) Stillwell, president of Gates Learjet Corp., said the industry is still in the midst of "a severe downturn" which is still bottoming out. He said the industry had forecast delivery of 315 business jets in 1983, but noted that only 52 had been delivered in the first three months of the year—an annual production rate of just over 200 units.

While a number of industry forecasts have predicted a relatively flat first half in 1983 with improving sales in the second half, there was at least one indication that any improvement in sales in the last six months of the year will not be enough to offset earlier problems. Russ Meyer, chairman and president of Cessna Aircraft, noted that Cessna reported sales of just over $1 billion in 1981. Last year sales fell to $830 million and Meyer said he expects sales for 1983 to total about $625 million.

Both Meyer and Stillwell stressed the impact of foreign competition on U.S. manufacturers. Meyer said over the next 10 years the industry will be faced with "more aggressive competition by far than we have ever seen." He stressed that the loss of sales means not only the loss of jobs but also the loss of technology because lower sales will necessarily mean a reduction in the amount of money available for R&D. Stillwell said the U.S. has attempted to practice a free trade policy, but he said the net result is that "free trade is a one-way street, with a lot of coming in (to the U.S.) and very little going out."

PUBLISHED BY THE BUSINESS PUBLICATIONS DIVISION OF ZIFF-DAVIS PUBLISHING CO.

SUBSCRIPTIONS: ONE YEAR $190. SIX MONTHS $115.

CESSNA MOVING UP SCHEDULE FOR CARAVAN UTILITY AIRCRAFT – Cessna Aircraft has advanced the schedule for production of its Caravan utility aircraft and now plans to begin taking orders for the aircraft at next month's Paris Air Show. When originally announced late last year *(BA, Dec. 20/193)*, the company said it planned to begin deliveries in April of 1985. However, favorable results from the first 150 hours of flight tests on the prototype and a determination that there is significant market interest in the aircraft has led the company to advance the schedule by six months. Certification of the PT6 turboprop-powered plane is now anticipated in early September of 1984, with deliveries commencing by mid-October.

The aircraft is designed to be a rugged utility model capable of carrying a crew of two and 12 passengers into unimproved airports where maintenance facilities will not be readily available. Cessna is designing the aircraft with a broad CG envelope to facilitate the widest possible range of missions. Since flights tests were initiated, the company has made a number of changes to the prototype including moving the control wheel and throttle quadrant a few inches, moving the wheels on the main gear back eight inches and improving the aerodynamics of the fuselage. Aircraft was down for inspections and installation of additional equipment last Tuesday in anticipation of a series of flights late last week to film a video presentation for display at the Paris Air Show.

GA AIRPORT IMPROVEMENT BILL INTRODUCED IN NEW JERSEY – Legislation has been introduced in New Jersey that would create an airport safety act so the state would be eligible to obtain federal funding to improve its general aviation airports. New Jersey currently is one of three states in the U.S. that is not eligible to receive federal airport improvement assistance. Legislation, entitled "The New Jersey Airport Safety Act of 1983," was introduced March 30 in the state legislature by Sen. John Russo with the cooperation of Gov. Thomas H. Kean, Transportation Commissioner John P. Sheridan Jr. and Arlene B. Feldman, director of the state's Division of Aeronautics.

Provisions of the bill include creation of a program to finance safety improvements for runways, taxi strips and lighting at the 60 GA airports in the state. Funding for the program will be provided by a two-cent per gallon GA fuel tax, which will be offset by the termination of the state's current aircraft registration fees. Bill also will provide New Jersey with the authority to assist the 14 publicly-owned airports in obtaining federal funding for airport improvements or the acquisition of airports or adjacent land.

Tom Thatcher, an assistant to Feldman, said the proposed GA fuel tax would generate approximately $800,000 annually for the state. Because New Jersey would then be eligible for federal airport improvement funds, he predicts that each dollar of the money generated by the fuel tax and airport licensing fees will be matched by nine dollars of federal money, thus generating $8 to $10 million a year for implementation of its GA airport improvements. In addition, funds would go directly to a new "Airport Safety Fund," instead of the state's general treasury, where aviation-generated revenues currently go.

New Jersey's airport safety act has been received with "unprecedented support" by the state's legislators, Thatcher said, and passage is expected by June. Bill also has received "tentative or outright support" by numerous state and national aviation groups, he said.

RAA DATA SHOWS TURBOPROPS ACCOUNT FOR 88 PERCENT OF RPMs – Regional Airline Association has compiled data showing that turboprop aircraft accounted for 88 percent of all revenue passenger miles (RPMs) flown by commuters in 1982, up 30 percent from industry RPMs in 1978. In addition, the number of turboprops currently in use by regionals–804 aircraft–is a 23 percent increase over the number of turboprops in service 18 months ago. RAA said the most "popular" aircraft in regional use–the Fairchild Swearingen Metro–accounted for 14 percent of all available seats, followed by the Dash 7, Twin Otter, Bandeirante and Beech 99.

Since deregulation, the number of aircraft seating 40 passengers and more increased from 22 aircraft in 1978 to some 175 aircraft in regional service in 1982. However, RAA said "the workhorse of the regional fleet continues to be the eight- to nine-seat piston twin aircraft like the Cessna 402 and the Piper Navajo which has proven most successful in providing this service over the years." Three RAA charts illustrating this data are shown *on the back of this page and Page 124.*

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SUMMARY OF AIRCRAFT IN REGIONAL AIRLINE USE IN 1982

Joint Passenger/Cargo Use Aircraft

MANUFACTURER	Piston Engine Single-	Piston Engine Multi-	Turbo-prop	Jet	Heli-copter	Aircraft total
Aerospatiale	*	*	17	*	7	24
Beech	3	28	121	*	*	152
Bell	*	*	*	*	25	25
British Aerospace	*	*	21	1	*	22
Britten-Norman	*	49	*	*	*	49
CASA	*	*	15	*	*	15
Cessna	121	203	*	1	*	325
Convair	*	16	46	*	*	62
deHavilland	28	24	152	*	*	204
Douglas	*	24	*	1	*	25
Embraer	*	*	98	*	*	98
Fairchild (Swearingen)	*	*	153	*	*	153
Fokker	*	*	28	5	*	33
Grumman	*	19	4	*	*	23
Martin	*	12	*	*	*	12
Nihon	*	*	23	*	*	23
Piper	42	203	3	*	*	248
Shorts	*	*	59	*	*	59
Misc*	1	3	5	3	9	21
TOTAL ALL ACFT	195	581	745	11	41	1,573

AIRCRAFT IN EXCLUSIVE CARGO USE

TOTAL ALL MAKE/MODELS	30	161	61	32	*	284
TOTAL ACFT ALL USES	225	742	806	43	41	1,857
PERCENT CHANGE 82/81	-5%	-10%	+23%	+39%	+105%	+6%

TOP TEN REGIONAL PASSENGER AIRCRAFT (1982)
(Ranked by Total Available Seats Delivered)

Manufacturer/ Model	% of total fleet seating capacity	Total Acft in Airline Service	Fleet Flying Hours (000s)
Fairchild (Swearingen) Metro (all models)	14.3%	153	322.7
deHavilland Dash 7	10.8	40	92.5
deHavilland Twin Otter	9.6	112	217.0
Embraer Bandeirante	8.5	98	201.8
Beech Model 99	8.1	119	231.3
Shorts SD3-30	8.0	52	113.6
Convair 580/600/640	7.4	46	71.8
Fokker F-27/FH-227	5.7	28	55.3
Cessna 402	3.4	177	179.5
Piper Navajo (all models) ..	3.3	167	178.2
Total Top Ten Models	79.1%	992 (63%)	1,663.7 (77%)
Miscellaneous Others	20.9%	581 (37%)	496.7 (23%)
TOTAL ALL AIRCRAFT	100.0%	1,573 (100%)	2,160.4 (100%)

Source: Regional Airline Association 4/5/83

AIRCRAFT IN REGIONAL AIRLINE PASSENGER SERVICE
Comparison of Aircraft Seating Capacity
by Fleet Size, Hours Flown and Revenue Passenger Miles
1978 versus 1982

	Passenger Seating Capacity					
	1 - 9	10 - 19	20 - 39	40 & Up	Other*	Total
AIRCRAFT IN ACTIVE FLEET:						
1978	667	270	72	22	16	1,047
1982	688	544	114	175	52	1,573
% Chg	+ 3%	+101%	+ 58%	+695%	+225%	+ 50%
HOURS FLOWN (000s):						
1978	566	474	57	23	11	1,131
1982	589	1,053	179	287	52	2,160
% Chg	+ 4%	+122%	+214%	+1148%	+373%	+ 91%
REVENUE PAX MILES IN % OF TOTAL SHOWN:						
1978	22%	58%	13%	6%	1%	1.28 bil
1982	9%	44%	12%	32%	3%	2.61 bil
% Chg						+104 %

(Other*) Includes helicopters and jets
Notes: Some percentages do not add up due to rounding.
1978 data estimated from CAB reports of commuter activity.
1982 data derived from the RAA Annual Survey of Air Carriers.

Source: REGIONAL AIRLINE ASSOCIATION 4/6/83

C9700-3 5/2/83

THE WEEKLY OF BUSINESS AVIATION

DAVE COLLOGAN/EDITOR
MONICA MOORE/ASSISTANT EDITOR
1156 15th STREET, N.W./WASHINGTON, D.C. 20005
PHONE: (202) 822-4600/TELEX: 89-2447

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AVIATION GROUPS ASK CONGRESS FOR INCREASED FAA FUNDING

A group of 14 aviation organizations last week appealed to transportation appropriations subcommittees of both the House and Senate to restore fiscal 1984 funding for FAA's airport improvement and facilities and equipment programs to the levels authorized last year in the Airport Improvement Program. The groups pointed out that the FAA capital investment programs "are 100 percent user-funded and aviation user revenues have already been contributed to fund the expenditure levels we are recommending." Instead of the authorized level of $993.5 million for airport grants and $1.393 billion for F&E, FAA is seeking levels of $700 million and $1 billion respectively.

John Ralph of the Air Transport Association said the $1.393 billion level for F&E is "absolutely essential" to insure the success of FAA's airspace modernization program. He added that additional cuts in F&E proposed recently by the Senate Budget Committee *(BA, April 25/129)* "portend the crippling of the modernization effort."

John Winant, president of the National Business Aircraft Association, said last year's enactment of the AIP bill—which authorized the higher spending levels based on the amount of revenue higher taxes would generate—"was a good faith bond between the Administration, Congress and the users." Winant charged that bond is now being "very severely tested" because of the Administration's efforts to cut spending. He said there is "no way airways modernization can begin effectively at these reduced levels." Alan Stephen, vice president-operations of the Regional Airline Association, told the Senate subcommittee that "we're only eight months into the AIP program and we're nearly three-quarters of a billion dollars short of what we agreed to."

A number of those testifying called on the committee to invoke penalty clauses in the AIP program and reduce use of Trust Fund revenues to pay for FAA's operations and maintenance budget if capital improvement programs are not fully funded.

MARKETING PROGRAM FOR 340 AIRCRAFT TO BE HEADQUARTERED IN LONDON

Marketing efforts for the new 340 aircraft being developed by Saab-Scania of Sweden and Fairchild Industries Inc. will now be handled by a new joint venture company based in London, Saab and Fairchild announced last week. As previously reported, original 340 marketing plans called for Fairchild Aircraft Co. officials in San Antonio, Tex. to handle North American sales of both the commuter and corporate versions of the 34-seat aircraft. That plan was dropped in March, however, when the decision was made to give primary marketing responsibility to the joint venture company. As a result, Fairchild abruptly terminated two senior marketing executives who had been hired in mid-1982 to handle 340 marketing in North America *(BA, March 21/89)*.

Last week's announcement said the Saab-Fairchild joint venture is forming Saab-Fairchild International, "which will have responsibility for the worldwide marketing of the Saab-Fairchild 340 aircraft." The new group will report to Thomas Turner, president and chief executive of the Saab-Fairchild joint venture, and will be headed by Philip G. Dunnington, who was named managing director of Saab-Fairchild International.

(Continued on the following page)

PUBLISHED BY THE BUSINESS PUBLICATIONS DIVISION OF ZIFF-DAVIS PUBLISHING CO. SUBSCRIPTIONS: ONE YEAR $190, SIX MONTHS $115.

NASA'S Johnson Space Center in Texas has awarded a $6.9 million contract to U.S. Aircraft Sales Inc., McLean, Va. for lease with an option to buy a used Gulfstream II aircraft. The G-II will be modified into a Shuttle Training Aircraft to increase the size of the STA fleet to three.

* * *

SUBURBAN AIRLINES, Reading, Pa., reported a loss of $23,786 on revenues of just under $4.1 million for the quarter ended March 31, compared to profit of $115,927 on revenues of $3.7 million in the same period last year. Suburban said revenue from commuter operations was impacted by the recessive economy and "the dislocation of passengers from below-cost discount fares of other airlines."

* * *

MITSUBISHI AIRCRAFT INTERNATIONAL said its Diamond I business jet has been certificated by FAA for flight into known icing conditions.

* * *

FREDERICK W. SMITH, chairman and chief executive of Federal Express Corp., was elected to the additional position of president, following the resignation of Peter S. Willmott *(BA, April 25/134).* In addition, James L. Barksdale, senior vice president-data systems, was named executive vice president and chief operating officer, effective June 1.

* * *

NATIONAL AIR TRANSPORTATION ASSOCIATION has changed the date for its 1984 convention in Washington, D.C. Convention had originally been planned for next April, but will now be held March 18-21, 1984 at the Shoreham Hotel in Washington. For more information, contact NATA at (202) 965-8880.

* * *

FEDERAL AVIATION ADMINISTRATION has proposed special type certification conditions for the General Electric CT7 turboprop engine because the engine will incorporate a propeller brake, an item that is not covered in existing safety regulations. GE said the propeller brake will allow the propeller to be brought to a stop while the gas generator portion of the engine remains in operation, thereby allowing the engine to continue functioning as an APU during ground operations while reducing the possibility of injuries to persons on the ground from a moving propeller. FAA is proposing to require: 45 hours of operations with the propeller brake engaged; a total of 400 application-release cycles of propeller brake engagement; and, at least 100 engine starts and stops with the propeller brake engaged. Comments on the proposal should be submitted by June 1 to: FAA, Office of the Regional Counsel, Attn: Rules Docket No. 82-ANE-49, 12 New England Executive Park, Burlington, Mass., 01803.

* * *

GENERAL AVIATION DISTRICT OFFICES at Des Moines, Iowa, Lincoln, Neb. and Wichita, Kan. were redesignated as Flight Standards District Offices by FAA effective May 1. Each new FSDO has assumed responsibility for all flight standards functions within its geographical area of jurisdiction.

* * *

SIKORSKY AIRCRAFT, Stratford, Conn., has appointed Peter K. Chapman vice president-international program management. In the newly created position, Chapman will be responsible for planning, control and execution of international co-production, joint venture and offset agreements with foreign businesses and/or governments. He will also manage all international programs following the execution of sales agreements for such programs, reporting to William F. Paul, executive vice president. Chapman joined Sikorsky from Pratt & Whitney Aircraft Canada where he was vice president-systems and staff services.

* * *

FEDERAL AVIATION ADMINISTRATION has reopened the comment period on a proposed advisory circular (AC) that sets forth acceptable means of compliance with the provisions of FAR Part 25 of the FARs pertaining to the certification requirements of active flight controls. Comment deadline, which was extended after requests from the aviation industry, is now May 18, 1983. For more information, contact: Iven Connally at (206) 764-7053.

* * *

AIRPORT AND AIRWAY TRUST FUND had a balance of just over $4.5 billion at the end of February, the latest month for which statistics are available *(see chart on the back of this page).*

* * *

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THE WEEKLY OF BUSINESS AVIATION

DAVE COLLOGAN/EDITOR
MONICA MOORE/ASSISTANT EDITOR
1156 15th STREET, N.W./WASHINGTON, D.C. 20005
PHONE: (202) 822-4600/TELEX: 89-2447

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FAA PROPOSES MORE RESTRICTIVE CRITERIA FOR ATC TOWER ESTABLISHMENT

Federal Aviation Administration has proposed new criteria for the establishment of airport traffic control towers that would require higher traffic volumes to justify a new tower and permit FAA to close some facilities currently in operation. The revised economic analysis for VFR airport control towers compares the present value of tower benefits with the present value of tower costs over a 15-year period *(see FAA's proposed criteria reprinted on the backs of Pages 155 and 156).* Agency said its preliminary screenings—using the revised benefit-cost criteria—indicate that fewer airports will qualify for tower establishment and for continued operation. Comments on FAA's proposal are due June 15 and can be sent in duplicate to: FAA APO-230, 800 Independence Ave., S.W., Washington, D.C. 20591.

PACKWOOD ANTICIPATES FIGHT OVER AVIATION USER FEES

Sen. Bob Packwood (R-Ore.) last week predicted a "knock-down, drag-out fight" between Congress and the Reagan Administration about FAA program funding levels and aviation user fees. Packwood said unless "a harmonious agreement" is reached, Congress will have to move to lower taxes to reduce buildup in the aviation trust fund. The Reagan Administration has sought funding levels far below those authorized last year by Congress *(BA, May 2/137).*

Speaking at the Regional Airline Association spring meeting in Washington, Packwood said "we have an agreement with you to spend the taxes and in the manner expected" and that he would rather "see that the money is spent" to ensure that facilities, equipment and runways get the funding they need. Packwood, chairman of the Commerce, Science and Transportation Committee, last year was unsuccessful in his attempt to impose a trigger mechanism that would automatically reduce aviation user fees if substantial trust fund surpluses accumulated.

Rep. Norman Y. Mineta (D-Calif.), told RAA members he hopes when House and Senate budget conferees meet later this year to resolve differences in funding levels, they "recognize that their actions not only jeopardize the Airspace Plan, but also threaten to make a mockery of commitments made last year to users and to members of Congress alike when the taxes were raised." Mineta, chairman of the House aviation subcommittee, recently introduced "Truth-In-Taxing" legislation that would exempt the Airspace Improvement Plan—and other trust fund programs—from the Congressional budget process *(BA, Feb. 14/49).*

PIPER SLASHING PRODUCTION IN WAKE OF $13.3 MILLION OPERATING LOSS

Bangor Punta Corp., parent company of Piper Aircraft, said Piper will cease production of most 1983 models except the Cheyenne III turboprop at Piper facilities in Vero Beach and Lakeland, Fla. and will lay off nearly half its remaining employes. The action, announced Friday by Bangor Punta Chairman and President David Wallace, "is necessary to keep current-year inventories in line with present demand and will involve approximately 1,500 of Piper's 3,400 employes." Layoffs are scheduled to begin the week of May 20-27 and the statement said the production curtailments will cover the months of June and July. General aviation manufacturers typically begin retooling in late summer for the next model year.

The statement said aircraft production at Lock Haven, Pa. "will continue largely unaffected." In addi-

(Continued on the following page)

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY – APRIL UNIT SHIPMENTS

		April 83	Cal. Year	Fisc.† Year
BEECH AIRCRAFT CORP.				
● Single-Engine				
BE-77	Skipper	1	1	3
BE-C23	Sundowner	3	6	10
BE-C24R	Sierra	1	2	8
BE-F33A	Bonanza	2	7	12
BE-V35B	Bonanza	1	4	5
BE-A36	Bonanza	3	15	28
BE-B36TC	Bonanza	5	18	27
● Multi-Engine				
BE-B55	Baron	1	4	4
BE-E55	Baron	0	0	3
BE-58	Baron	3	10	20
BE-58TC	Baron	0	1	1
BE-58P	Baron	2	7	20
BE-76	Duchess	0	0	1
BE-B60	Duke	3	6	7
BE-C99	Airliner	1	3	4
BE-C90-1	King Air	2	9	17
BE-F90	King Air	0	4	9
BE-B100	King Air	0	1	2
BE-200	Super King Air	10	20	38
BE-200C	Super King Air	2	3	3
BE-200T	Super King Air	0	0	1
TOTAL		40	121	223
Manufacturers net billing - $26,599,857				
BRITISH AEROSPACE				
● Multi-Engine				
HS-125-700	Model A	0	1	5
HS-125-700	Model B	1	5	8
TOTAL		1	6	13
PILATUS BRITTEN-NORMAN LTD.				
● Multi-Engine				
BN-2	Islander	1	1	6
BN-2T	Islander	0	1	2
Mark III	Trislander	0	0	0
TOTAL		1	2	8
CESSNA AIRCRAFT CO.				
● Single-Engine				
CE-152		13	60	103
CE-A152	Aerobat	0	0	2
CE-172	Skyhawk	17	69	114
CE-172	Cutlass	1	8	8
CE-172RG	Cutlass	4	17	35
CE-182	Skylane	11	23	53
CE-122	Turbo Skylane	0	2	5
CE-182RG	Skylane RG	4	13	20
CE-182RG	Turbo Skylane RG	0	4	11
CE-185	Skywagon	0	9	17
CE-U206	Stationair 6	9	29	42
CE-TU206	Turbo Stationair 6	1	22	37
CE-208	Stationair 8	1	5	8
CE-TU208	Turbo Stationair 8	3	3	3
CE-210	Centurion	1	2	10
CE-T210	Turbo Centurion	1	17	33
CE-P210	Pressurized Centurion	2	9	15
CE-188	AgHusky	2	10	15
CE-188	AgTruck	0	2	7
● Multi-Engine				
CE-303	Crusader	8	25	43
CE-335		0	1	1
CE-340		10	15	19
CE-402		1	9	13
CE-404	Titan	0	0	2
CE-414	Chancellor	1	2	7
CE-421	Golden Eagle	3	6	11
CE-425	Conquest I	3	14	27
CE-441	Conquest II	2	10	17
CE-500	Citation I	2	4	13
CE-550	Citation II	3	13	35
CE-650	Citation III	1	3	3
CESSNA/REIMS AVIATION				
● Single-Engine				
CE-F152		0	4	10
CE-F152	Aerobat	0	0	1
CE-F172	Skyhawk	0	0	7
CE-FR172	Hawk XP	0	0	0
CE-F182	Skylane	0	0	0
CE-F182RG	Skylane RG	0	0	0
TOTAL		104	410	747
Manufacturers net billing - $33,166,828				

		April 83	Cal. Year	Fisc.† Year
AVIONS-MARCEL DASSAULT				
● Multi-Engine				
AD-My.10	Falcon	0	1	3
AD-My.20	Falcon	0	0	1
AD-My.200	Falcon	2	3	3
AD-My.50	Falcon	1	6	24
TOTAL		3	10	31
EMBRAER				
● Single-Engine				
EMB-200		0	0	0
EMB-201	Ipanema	0	6	10
EMB-710	Carioca (PA-28-235 Dakota)	0	2	2
EMB-711	Corisco (PA-28RT-201 Arrow)	1	2	2
EMB-712	Tupi (PA-28-181 Archer II)	0	1	1
EMB-720	Minuano (PA-32-310 Saratoga)	1	1	2
EMB-721	Sertanejo(PA-32R-301 Saratoga)	0	0	2
● Multi-Engine				
EMB-110	Bandeirante	0	2	9
EMB-121	Xingu	0	1	4
EMB-810D	Seneca II	2	14	30
EMB-820	Chieftain	0	0	0
TOTAL		4	29	62
FAIRCHILD AIRCRAFT CORP.				
● Multi-Engine				
Metro IIA		0	0	2
Metro III		0	4	16
Merlin III-C		0	0	0
Merlin IV-C		0	0	5
TOTAL		0	4	23
GATES-LEARJET				
● Multi-Engine				
LR-25D		1	1	4
LR-35A		0	1	10
LR-36A		0	2	2
LR-55		2	6	22
TOTAL		3	10	38
GULFSTREAM AEROSPACE				
● Single-Engine				
GR-164	Agcat	0	0	1
● Multi-Engine				
G-47	Cougar	0	0	0
GR-1159A	Gulfstream III	3	9	23
AE-840	Turbo Commander	0	4	6
AE-900	Commander 900	0	4	8
AE-980		0	0	1
AE-1000		0	2	11
TOTAL		3	19	50
Manufacturers net billing - $30,400,000 (Exports: 1 G-III to Saudi Arabia)				
ISRAEL AIRCRAFT INDUSTRIES				
● Multi-Engine				
1124	Westwind	0	2	2
TOTAL		0	2	2
LAKE AIRCRAFT				
● Single-Engine				
LA-4-200	Buccaneer	3	9	17
TOTAL		3	9	17
Manufacturers net billing - $342,000				
MAULE AIRCRAFT				
● Single-Engine				
M-5-180C		0	1	3
M-5-200		0	0	1
M-5-235C	Lunar Rocket	0	2	3
M-6-235		5	10	15
TOTAL		5	13	22
Manufacturers net billing - $235,150 (Exports: 1 M-6-235 to South Africa)				
MITSUBISHI				
● Multi-Engine				
Solitaire		0	0	0
Marquise		0	2	11
Diamond		3	12	25
TOTAL		3	14	36
MOONEY AIRCRAFT CORP.				
● Single-Engine				
M-20J	201	9	28	48
M-20K	231	2	15	46
TOTAL		11	43	94

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		April 83	Cal. Year	Fisc.† Year
PIPER AIRCRAFT CORP.				
● Single-Engine				
PA-18-150	Super Cub	0	0	33
PA-38-112	Tomahawk	1	7	14
PA-28-161	Warrior	12	46	75
PA-28-181	Archer II	18	43	72
PA-28-236	Dakota	3	13	20
PA-28RT-201	Arrow IV	0	0	4
PA-28RT-201T	Turbo Arrow IV	4	13	31
PA-32-301	Saratoga	1	8	19
PA-32-301T	Turbo Saratoga	0	4	6
PA-32R-301	Saratoga SP	2	8	17
PA-32R-301T	Turbo Saratoga SP	2	13	23
PA-36-375	Pawnee Brave	0	10	42
● Multi-Engine				
PA-23-250	Aztec	0	0	0
PA-31-310	Navajo	0	0	2
PA-31-325	Navajo C/R	2	5	8
PA-31-350	Chieftain	0	14	27
PA-31T-501T	Cheyenne I	1	3	8
PA-31T-620	Cheyenne II	0	6	8
PA-31T2-620	Cheyenne II XL	0	4	7
PA-42-720	Cheyenne III	0	1	8
PA-34-220T	Seneca III	0	30	59
PA-44-180	Seminole	12	12	12
PA-44-180T	Turbo Seminole	0	0	1
PA-600A	Aerostar	0	0	0
PA-601B	Aerostar	0	1	1
PA-601P	Aerostar	0	0	0
PA-602P	Aerostar	1	9	13
PA-T1020		0	0	1
PA-T1040		1	2	8
TOTAL		60	252	519

Manufacturers net billing - $7,130,100

		April 83	Cal. Year	Fisc.† Year
ROCKWELL INTERNATIONAL				
● Multi-Engine				
NA-65	Sabreliner	0	0	0
Model 60		0	1	1
TOTAL		0	1	1
SHORT BROTHERS LTD.				
● Multi-Engine				
SBJ-CS-7	Skyvan	0	0	0
SD-3-30		1	1	1
SD-3-60		1	5	8
TOTAL		2	6	9
	SINGLE-ENGINE	150	603	1,158
	MULTI-ENGINE	93	348	737
	GRAND-TOTAL	243	951	1,895

UNIT SHIPMENTS COMPARATIVE TREND: 17 MANUFACTURERS

	April			Cal. Year to Date			Fisc. Year to Date †		
	1983	1982	1981	1983	1982	1981	1983	1982	1981
Beech	40	58	102	121	255	431	223	533	762
British Aerospace	1	2	4	6	8	13	13	18	23
Britten-Norman	1	2	0	2	10	7	8	18	21
Cessna	104	170	425	410	896	1,574	747	1,822	3,151
Dassault	3	2	9	10	26	32	31	43	54
Embraer	4(0)	25(7)	16(3)	29(9)	78(25)	81(31)	62(23)	126(32)	180(53)
Fairchild	0	0	4	4	18	18	23	54	41
Gates	3	5	19	10	31	43	38	75	81
Gulfstream	3	14	87	19	29	168	50	73	261
Israel	0	4	2	2	14	8	2	23	18
Lake	3	0	7	9	3	17	17	13	33
Maule	5	4	7	13	13	16	22	20	26
Mitsubishi	3	0	1	14	5	15	36	17	26
Mooney	11	15	26	43	74	96	94	146	170
Piper	60	121	273	252	433	956	519	902	1,580
Rockwell	0	0	7	1	2	45	1	6	26
Short	2	0	4	6	0	8	9	5	9
TOTALS	239	404	980	931	1,842	3,478	1,856	3,800	6,335

Parentheses show actual Embraer deliveries, not including aircraft kits.

* Figures are not available from the manufacturer.
† Fiscal Year: Oct. 1 through Sept. 30.

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C9700-3 5/23/83

THE WEEKLY OF
BUSINESS AVIATION

DAVE COLLOGAN/EDITOR
MONICA MOORE/ASSISTANT EDITOR
1156 15th STREET, N.W./WASHINGTON, D.C. 20005
PHONE: (202) 822-4600/TELEX: 89-2447

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KEARNS RESIGNS TOP CANADAIR POSTS; ADDITIONAL GOVERNMENT AID SOUGHT

Frederick R. Kearns, who has served as president and chief executive officer of Canadair Ltd. since 1965, last week won the approval of the board of directors to take early retirement effective June 10. Kearns, 59, joined the company in 1949 and held a number of posts before assuming the presidency 18 years ago.

Kearns' resignation comes in the wake of increasing criticism in the press and Parliament about the management of the financially troubled manufacturer. Since it purchased Canadair from General Dynamics Corp. in 1974, the government has been forced to provide substantial financial support to the company. The government provided $200 million last year and last Wednesday asked Parliament for another $240 million necessary to carry Canadair through until next spring. That is in addition to some $1.35 billion in government-guaranteed loans the company has received.

Canadair has delivered 76 CL600s and two CL601s to date, but officials refused last week to discuss the number of orders the company has for the two models. A spokesman said officials "have been examining the whole order book" and have identified "a number of soft order positions." Canadair is scheduling negotiations with holders of those positions to determine if the aircraft will be taken on schedule, if the schedule will have to be extended or if it will have to be re-sold to another buyer. The company is expected to discuss the order situation early next month when it appears before Parliament's Public Accounts Committee to testify on the government's request for additional financial aid. The spokesman said Canadair expects to produce about 20 601s and 10 600s in 1983, with production currently at a rate of 2.5 units per month.

The original gross weight estimates for the CL600 had been exceeded by several thousand pounds when the aircraft went into service, resulting in an aircraft that could not meet originally promised performance guarantees. That, coupled with a number of engine problems and other operational difficulties *(see related story on Page 163)*, has led to criticism about Canadair's management and the government's heavy financial investment in the company.

ALL-COMPOSITE BUSINESS TURBOPROP TO DEBUT AT PARIS AIR SHOW

Avtek Corp., Camarillo, Calif., will announce development of its new Avtek 400 six- to nine-passenger twin turboprop made of DuPont's Kevlar and Nomex composite fibers at this week's Paris Air Show. Company said the all-composite business turboprop will reach top speeds of 350-370 knots at an initial climb rate of 5,400 feet per minute, reaching 10,000 feet in one minute and 50 seconds. Takeoff distance is estimated at 1,250 feet and cruise range with six people aboard is projected at over 2,200 nautical miles. At economy cruise, the aircraft reportedly will get 13.1 miles per gallon.

Aircraft will be powered by two Pratt & Whitney PT6A-28 engines turning Hartzell pusher-propellers. A large canard mounted forward of the main wing will "reduce induced drag by 20 percent over standard designs," the company said *(see artist's conception of the aircraft on the back of Page 162)*.

Airframe of the aircraft will be composed of a "honeycomb" of Nomex sandwiched between outer and

(Continued on the following page)

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AVIATION FATALITIES UP DUE TO INCREASE IN LARGE AIRCRAFT ACCIDENTS – National Transportation Safety Board said total aviation related fatalities rose in 1982, despite decreases in commuter, air taxi and general aviation operations. NTSB reported 1,487 fatalities in aviation last year, up 4.7 percent from the 1,420 reported in 1981. Fatalities involving large airlines soared from four in 1981 to 235 last year, largely as the result of two major accidents: the Air Florida 737 in Washington, D.C. on Jan. 11 that killed 78; and, the Pan Am 727 in Kenner, La. that killed 153 on July 9.

Fatalities resulting from commuter airline operations dropped sharply, from 36 in 1981 to 13 last year. Air taxi fatalities were down from 92 to 75. General aviation fatalities were down 9.6 percent to 1,164, compared to 1,288 in 1981 *(see charts on the back of this page and Page 165).*

Total transportation deaths fell 10.2 percent last year, largely due to the decline in highway accidents. NTSB reported 48,040 transportation deaths in 1982, compared to 53,502 in 1981.

AIRPORTS MUST EXAMINE ANTITRUST IMPACT OF SPACE ALLOCATION – Airports run by states and municipalities cannot assume the manner in which they allocate space will be immune from antitrust action and concern about antitrust liability "may significantly hamper the activities of city and state agencies," according to Christopher Hart of Hart, Carroll & Chavers. Participating in a session of the recent Federal Bar Association midyear meeting, Hart said recent court cases, especially the 1978 Supreme Court decision in the case of Lafayette vs. Louisiana Power & Light Co., have "drastically" altered the antitrust situation for airports.

Hart said the evolution of cases with bearing on the antitrust immunity airports may enjoy is inconsistent and a definitive set of precedents has yet to emerge. Nevertheless, the Lafayette case "established generally that cities are not entitled to as much antitrust deference as states," Hart said. Previously, it had been generally accepted that states enjoyed antitrust immunity for activities directed by their legislatures—"state action immunity"—but even that concept has been undermined. Goldfarb vs. the Virginia State Bar found that action must be "compelled" by the state government before immunity from antitrust action can be expected, he said.

Questions over how much immunity a publicly owned airport enjoys in its allocation of everything from gate space to how many rental car companies can operate at the facility are especially troublesome because Section 4 of the Clayton Act calls for treble damages, Hart said. That is, any award made to a plaintiff winning an antitrust case against an airport would automatically be tripled. Such damages could seriously deplete state and local treasuries, Hart said.

NTSB ASKS FAA TO ISSUE AD ON CESSNA 200 SERIES AIRPLANES – National Transportation Safety Board has asked the Federal Aviation Administration to issue an airworthiness directive requiring compulsory compliance with a July 1969 Cessna Service Letter concerning throttle and mixture controls. The service letter, SE69-16, requires inspection and modification, and in some cases, replacement of the throttle and/or mixture controls with an improved type on various Cessna 205, 206, 207 and 210 Model aircraft. NTSB's recommendation is the result of its investigation into an accident involving a Cessna 210E last November that lost almost all engine power and made an emergency landing on a Chattanooga, Tenn. parking lot. Occupants of the aircraft were not injured.

The board's investigation revealed that the throttle linkage had separated in the threaded area of the control shaft where a brass sleeve and bushing are held to the shaft by a drive screw. NTSB research also disclosed two additional accidents in the 1971 to 1981 period involving throttle or mixture control separations on Cessna 210 aircraft with the pre-1969 control. The board concluded that "such failures in pre-1969 Cessna airplanes could be greatly reduced or eliminated by modification or replacement of the pre-1969 style throttle and mixture controls with the improved type currently being supplied as replacements."

BEECH BEGINS DELIVERY OF NEW PRIVATE PILOT COURSE – Beech Aircraft Corp. has begun delivery of its new private pilot course which incorporates text and workbook materials with 15 hours of video programming. The telecourse, entitled "An Invitation to Fly: Basics for the Private Pilot," features a new teaching process wherein students respond to questions that review the key points presented in the program. The new private pilot telecourse is one of a series of video programs which form the Beech Communications Network and will be available through most Beech centers by the end of the year. Price for the course is the same as other private pilot instruction programs, Beech said.

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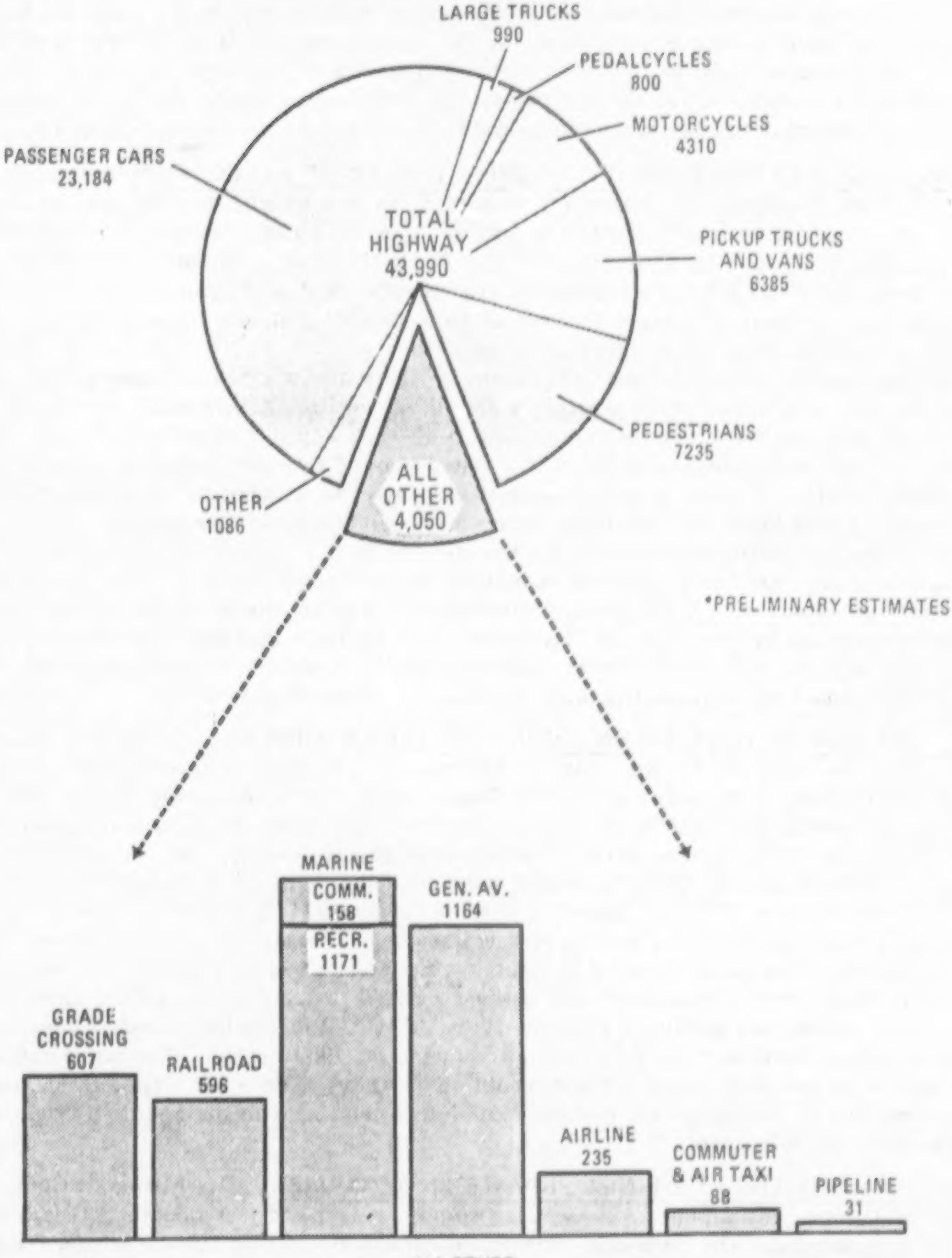
NATIONAL TRANSPORTATION SAFETY BOARD
Washington, D.C. 20594

TRANSPORTATION FATALITIES*
48,040 IN 1982



*PRELIMINARY ESTIMATES

(Continued on the back of the following page)

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NTSB TRANSPORTATION FATALITIES *(Cont.)*

	1981	1982
Highway *		
Passenger Cars	26,645	23,184
Pedestrians	7,837	7,235
Pickup Trucks and Vans	6,137	6,385
Large Trucks	1,206	990
Motorcycles	4,906	4,310
Pedalcycles	936	800
All Other	1,634	1,086
Total	49,301	43,990
Grade Crossings	728	607
Railroad		
Intercity: Passengers	4	9
Employees on Duty	64	74
Pedestrians and Others	492	429
Rail Rapid Transit: Passengers	10	8
Employees on Duty	4	1
Pedestrians and Others	89	75
Total	663	596
Marine		
Commercial	164	158
Recreational	1,208	1,171
Total	1,372	1,329
Aviation		
Airlines	4	235
Commuter and Air Taxi	128	88
General Aviation	1,288	1,164
Total	1,420	1,487
Pipeline		
Gas	13	31
Liquids	5	0
Total	18	31
GRAND TOTALS	53,502	48,040

* All fatality totals include only drivers or other occupants of that type of vehicle or vessel.

AIRPORT AND AIRWAY TRUST FUND
Status as of March 31

		Current Month	Fiscal Year to Date
I.	BALANCE - BEGINNING OF PERIOD	$ 4,507,275,631.93	$ 3,881,478,472.29
II.	RECEIPTS:		
A.	Excise Taxes (Transferred from General Fund):		
	1. Any liquid fuel other than gasoline	1,275,738.00	36,585,738.00
	2. Tires used on aircraft	73,000.00	443,000.00
	3. Tubes used on aircraft	8,000.00	55,000.00
	4. Gasoline:		
	a. Commercial 4 cents tax	100,000.00	600,000.00
	b. Non-commercial 4 cents tax	454,000.00	6,034,000.00
	c. Non-commercial 8 cents tax	1,388,452.00	12,848,452.00
	5. Transportation by air, seats, berths, etc.	159,000,000.00	921,340,000.00
	6. Use of international travel facilities	2,957,646.00	32,457,646.00
	7. Transportation of property and cargo	9,787,419.00	44,737,419.00
	8. Use of civil aircraft	-0-	-0-
	Total Tax Receipts	175,044,255.00	1,055,101,255.00
B.	Less Reimbursement to General Fund-Refund of Taxes and Estimated Tax Credits:		
	1. Commercial avaiation gasoline	-0-	-0-
	2. Non-commercial gasoline	-0-	-0-
	3. Civil aircraft	-0-	77,509.00
	4. Any liquid fuel other than gasoline	-0-	612.00
	5. Gasoline - Retailer's tax	-0-	182.00
	6. Airline Ticket Refund	-0-	-0-
	7. Gasoline - Manufacturers Tax	-0-	-0-
	Total Reimbursement for Tax Refunds	-0-	78,303.00
	Net Tax Receipts	175,044,255.00	1,055,022,952.00
C.	Federal Payments	-0-	-0-
D.	Transfers from the General Fund	-0-	-0-
E.	Interest on Investments	1,132,312.03	241,468,056.90
	Net Receipts	176,176,567.03	1,296,491,008.90
III.	EXPENDITURES:		
A.	Federal Aviation Administration:		
	1. Operations	(665.00)	219,996,251.05
	2. Grants-in-Aid for Airports	43,065,069.88	189,153,813.67
	3. Facilities and Equipment	22,763,227.29	127,263,281.33
	4. Research, Engineering and Development	6,495,555.94	30,414,034.29
B.	Aviation Advisory Commission-Salaries & Expense	-0-	-0-
C.	Interest on Refunds of Taxes	-0-	13,090.00
	Total Expenditures	72,323,188.11	566,840,470.34
IV.	BALANCE-END OF PERIOD	4,611,129,010.85	4,611,129,010.85

STATEMENT OF FINANCIAL CONDITION

ASSETS:		
Undisbursed Balances:		
Airport and Airway Trust Fund (20X8103)	$ 415.60	
Operations	5,608.87	
Grants-in-Aid for Airports	1,310,030.89	
Facilities and Equipment	10,677,992.11	
Research, Engineering and Development	8,653,963.38	
Aviation Advisory Commission-Salaries and Expenses	-0-	$ 20,648,010.85
INVESTMENTS:		
U.S. TREASURY CERTIFICATES OF INDEBTEDNESS:		
11% maturing June 30, 1983	256,102,000.00	
11-1/4% maturing June 30, 1983	116,609,000.00	
11-1/2% maturing June 30, 1983	355,244,000.00	
11-3/4% maturing June 30, 1983	102,316,000.00	
12-3/8% maturing June 30, 1983	3,757,710,000.00	
12-7/8% maturing June 30, 1983	2,500,000.00	4,590,481,000.00
Total Assets		4,611,129,010.85
LIABILITIES:		-0-
EQUITY:		
Excess Assets over Liabilities		$ 4,611,129,010.85
Total Liabilities and Equity		4,611,129,010.85

Treasury Department Chart

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5/31/83
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THE WEEKLY OF BUSINESS AVIATION

DAVE COLLOGAN/EDITOR
MONICA MOORE/ASSISTANT EDITOR
1156 15th STREET, N.W./WASHINGTON, D.C. 20005
PHONE: (202) 822-4600/TELEX: 89-2447

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HOUSE PANEL INCREASES FAA F&E, R&D FUNDING LEVELS FOR FY 1984

House transportation appropriations subcommittee held a closed session last week and reportedly increased Federal Aviation Administration funding levels for facilities and equipment and research and development for Fiscal Year 1984. Reliable sources said the House Panel appropriated $986 million for facilities and equipment, $900 million for the airport improvement program and $278 million for research and development. Funding levels are unofficial, however, because the figures adopted by the panel in the closed session are "embargoed" until the full Appropriations Committee meets June 16 to mark up those appropriations. If the levels are adopted, both FAA F&E and R&D funding will be significantly higher than figures in the FY 1984 budget resolution adopted by the Senate Budget Committee last month. The Committee had proposed $617.5 million for F&E, $993.5 million for airport improvements and $105 million for R&D *(BA, April 18/121).*

One aviation official said it was "unusual" that the panel went into a closed session and embargoed the figures. He said the embargo may have been enacted to ensure the "deals (that were struck) wouldn't fall apart" before the full Appropriations Committee meets next month. The subcommittee last week also adopted by a 4-2 vote a Rep. Martin Sabo (D-Minn.) amendment to block DOT from lowering the passenger cap at Washington National Airport below 16 million annual enplanements.

CESSNA UNVEILS CARAVAN II TURBOPROP; DETAILS UTILITY AIRCRAFT MARKETING

Cessna Aircraft unveiled its twin turboprop Caravan II utility airplane at the Paris Air Show Thursday and also revealed its marketing plans for the single-engine Caravan I turboprop that was announced late last year.

As reported earlier *(BA, April 18/123),* the Caravan II is a derivative aircraft that employs features of several of Cessna's current models, a factor that permitted Cessna to develop the plane at a relatively modest cost. Fuselage is a slightly modified Titan 404 combined with the Conquest II wing, the Conquest I nose and the Conquest II empennage, with the exception of a cruciform tail. The plane is powered by two Pratt & Whitney PT6A-112 engines flat-rated at 500 horsepower that provide maximum cruise speed of 256 knots at a range of 1,030 nautical miles.

The unpressurized plane was designed as a utility transport capable of carrying as many as 14 persons or up to 3,539 pounds of cargo. Range at that weight will be sharply limited, however, as useful load of the Caravan II is 4,744 pounds and maximum usable fuel is 3,183 pounds (475 gallons). Cessna officials acknowledge the necessity to forfeit range for heavier payload, but said operators will have the flexibility to make that decision based on the particular mission being flown. Ramp rate of the aircraft is 9,435 pounds.

Price for the first block of 25 aircraft is fixed at $1,095,000, with no escalation clause. Buyers will be required to make an initial deposit of $15,000 and another payment of $40,000 four months prior to delivery. An engineering prototype of the Caravan II was on static display at Paris. Certification is anticipated in the summer of 1984, with deliveries to commence in late 1984.

Cessna will manufacture detailed parts for the Caravan II and build the bonded wings at its Wichita facilities, but the aircraft will be assembled by Cessna's French affiliate Reims Aviation. Aircraft will be certifi-

(Continued on the following page)

PUBLISHED BY THE BUSINESS PUBLICATIONS DIVISION OF ZIFF-DAVIS PUBLISHING CO. SUBSCRIPTIONS: ONE YEAR $190, SIX MONTHS $115.

FAA TO LIFT FLIGHT RESTRICTIONS AT 13 AIRPORTS BY YEAR-END – Federal Aviation Administration said it will lift flight restrictions at an additional 13 airports by Nov. 14, leaving only four airports with flight restrictions. The four airports remaining under hourly slot restrictions by the end of 1983 are Denver, Los Angeles, LaGuardia and Chicago O'Hare. Scheduled for flight restriction elimination for the remainder of this year are: Newark on June 1; Kennedy and Atlanta July 1; Fort Lauderdale and Miami July 25; San Francisco Aug. 29; Dallas-Fort Worth, Dallas Love Field, Houston Intercontinental, Houston Hobby, Cleveland and Detroit Sept. 1; Philadelphia and Pittsburgh Oct. 30; and, St. Louis Nov. 14. Airports on which restrictions had previously been lifted were Washington National, Kansas City, Boston, Las Vegas and Minneapolis.

Scheduled for dropping of slot requirements for flights between airports located within air route traffic control centers for the remainder of this year are Cleveland June 20; New York July 1; and Chicago, Minneapolis and Indianapolis Aug. 22. Restrictions between airports had previously been lifted from the centers of Seattle, Salt Lake City, Albuquerque, Washington, Jacksonville, Atlanta, Memphis, Kansas City, Los Angeles, Boston, Denver, Oakland, Miami, Fort Worth and Houston.

VAN NUYS AIRPORT HAD MOST GA OPERATIONS IN 1982 – Van Nuys, Calif. was the top general aviation airport in the country with 509,758 operations in 1982, according to Airport Operators Council International *1982 Worldwide Airport Traffic Report* which has just been published.

According to the AOCI report, the top 10 GA airports in the U.S. were: (1) Van Nuys 509,758; (2) Long Beach 461,287; (3) Santa Ana 396,029; (4) Seattle-Boeing Field 362,524; (5) Oakland 334,557; (6) Tamiami 301,363; (7) Opa Lacka 295,215; (8) San Jose 264,936; (9) Pontiac, Mich. 238,532; and, (10) Melbourne, Fla. 229,138 *(see chart on the back of this page).*

Chicago O'Hare was the busiest single airport in the world in 1982, handling more than 37 million passengers. The top ten airports were: (1) Chicago 37,743,598; (2) Atlanta-Hartsfield 34,702,494; (3) Los Angeles 32,383,105; (4) New York Kennedy 26,452,508; (5) London Heathrow 26,406,100; (6) Dallas-Fort Worth 24,726,741; (7) Denver Stapleton 24,553,249; (8) Tokyo Haneda 21,929,948; (9) San Francisco 21,028,788; and, (10) Miami International 19,387,619. Total enplaned passengers for 1982 as reported by CAB certificated air carrier airlines in the United States was 293 million, an increase of 2.5 percent over 1981.

BEECH WINS $15 MILLION ARMY CONTRACT FOR C-12 AIRCRAFT – Beech Aircraft Corp. has been awarded a $15.3 million U.S. Army contract to deliver six RC-12D aircraft. Beech will produce the new aircraft with provisions for avionics equipment to be installed by the Army. Production will take place at the company's Wichita, Salina and Liberal, Kan. and Boulder, Colo. manufacturing divisions. Deliveries are scheduled between January and June 1985. The C-12D is the latest in a series of C-12 utility aircraft, which are versions of the Beech 200 Super King Air. Beech recently won a $20.3 million contract from the Army for production of 12 UC-12D aircraft *(BA, May 9/148).*

VAN DUSEN REPORTS LOWER SALES AND EARNINGS FOR FISCAL YEAR, QUARTER – Van Dusen Air Inc. reported lower sales and earnings for its fiscal year and fourth quarter ended March 31, 1983. Fiscal year revenues were $137 million, a decrease of four percent from the $143 million reported in FY 1982. Earnings were $361,000 compared to $3 million last year—a decrease of 88 percent. In the fourth quarter ended March 31, Van Dusen's revenues were $32 million, off six percent from the $34 million reported in the same period last year. Earnings for the 1983 quarter were $19,000, a 98 percent decrease from the $881,000 earned in the 1982 fourth quarter.

G.B. Van Dusen, company chairman and chief executive officer, said a combination of factors contributed to the company's lower sales and earnings. "The recession brought a 12 percent drop in flying activity according to the FAA (and) the nation's air traffic control network was short of capacity, requiring a reservation system for general aviation that also reduced the use of these aircraft," Van Dusen said. In the last half of the year, he said the company "substantially lowered its operating expenses, assets and corporate overhead." As a result, Van Dusen predicted the economic recovery will "bring improved results during the year ahead."

1982 GENERAL AVIATION AIRPORT OPERATIONS

AIRPORT	TOTAL
Van Nuys, California	509,758
Long Beach, California	461,287
Sana Ana, California	396,029
Seattle - Boeing Field	362,524
Oakland, California	334,557
Tamiami, Florida	301,363
Opa Lacka, Florida	295,215
San Jose, California	264,936
Pontiac, Michigan	238,532
Melbourne, Florida	229,138
Houston - William P. Hobby	228,712
Concord, California	215,965
Teterboro, New Jersey	205,732
Wichita Falls, Texas	196,606
Islip, New York	194,776
Daytona Beach, Florida	189,159
Grand Forks, North Dakota	188,649
Dallas - Love Field	179,671
St. Petersburg, Florida	175,137
Tucson, Arizona	172,597

AOCI Chart

6/13/83

C9700-3

THE WEEKLY OF
BUSINESS AVIATION

DAVE COLLOGAN/EDITOR
MONICA MOORE/ASSISTANT EDITOR
1156 15th STREET, N.W./WASHINGTON, D.C. 20005
PHONE: (202) 822-4600/TELEX: 89-2447

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CANADAIR WRITEOFFS BOOST 1982 LOSS TO $1.41 BILLION

Officials of Canadian aircraft manufacturer Canadair told Parliament last week the company lost $1.41 billion (Canadian) in 1982, adding that it will not be able to break even on the Challenger business jet program if it has to pay the interest on its debt. Canadair paid over $215 million in interest in 1982 alone and interest payments are currently about $12 million per month.

Joel Bell, president of the government agency that holds controlling interest in the government-owned manufacturer, appeared before two committees of Parliament seeking another $240 million to keep the ailing manufacturer in operation through the end of the year *(BA, May 23/161).* The $1.41 billion figure is somewhat misleading because the loss includes a write-off of $1.05 billion for development of the Challenger program that the company now feels it will be unable to recoup. The company also reported an operating loss of $360.6 million for the year, primarily due to costs associated with the Challenger program. Both the development and on-going administrative costs for the program had previously been capitalized on the assumption they would be applied against future sales. If the new accounting method had been in effect in 1981, Canadair would have had a loss of over $220 million instead of the $3 million profit previously reported.

Sen. Jack Austin, who is responsible for overseeing the operations of the Canada Development Investment Corp. headed by Bell, said Canadair officials were overly optimistic about development costs and sales projections for the aircraft when the program started. He noted that CDIC is in the process of recruiting a new chief executive to replace Frederick Kearns who retired this month.

Despite the dismal financial report, Parliament is expected to approve the additional $240 million for Canadair. The alternative would probably be to shut down the company, putting the firm's more than 5,000 employes out of work. That would be a particularly difficult political decision given the fact the country is already suffering high unemployment. It would also represent an admission of failure by the government, which authorized the purchase of Canadair from General Dynamics in 1976 as part of an effort to revitalize the nation's aerospace industry *(see related items on Page 190).*

FAA PROPOSES MODEL 24 LEARJET MODS, BUT EXEMPTS MODEL 35/36

Federal Aviation Administration plans to publish a notice of proposed rule making providing for the installation of kits on Gates Learjet Model 24 aircraft to modify certain control systems to prevent the possibility of control problems. At the same time, the agency will withdraw a previous NPRM that would have required the installation of those modifications on Model 35/36 aircraft.

The NPRM is the latest result of a Special Certification Review initiated by FAA following a series of accidents involving Model 25 Learjets *(BA, Jan. 11, 1982/11).* An earlier rule making required installation of modification kits on Model 25 aircraft and the new NPRM would extend that requirement to Model 24 aircraft. Specifically, it proposes requiring installation of "an improved pitch trim actuator, trim-in-motion warning, pitch axis master interrupt, autopilot roll rate limiter, autopilot roll monitor, autopilot G-limiter and several other associated alterations found necessary to prevent the hazard created by certain failures of these components in conjunction with the high response rate of the aircraft." FAA said airplanes that pre-

(Continued on the following page)

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY – MAY UNIT SHIPMENTS

		May 83	Cal. Year	Fisc.† Year
BEECH AIRCRAFT CORP.				
• Single-Engine				
BE-77	Skipper	0	1	3
BE-C23	Sundowner	1	7	11
BE-C24R	Sierra	0	2	8
BE-F33A	Bonanza	2	9	14
BE-V35B	Bonanza	0	4	5
BE-A36	Bonanza	8	23	36
BE-B36TC	Bonanza	5	23	32
• Multi-Engine				
BE-B55	Baron	1	5	5
BE-E55	Baron	0	0	3
BE-58	Baron	2	12	22
BE-58TC	Baron	0	1	1
BE-58P	Baron	0	7	20
BE-76	Duchess	0	0	1
BE-860	Duke	1	7	8
BE-C99	Airliner	4	7	8
BE-C90-1	King Air	0	9	17
BE-F90	King Air	0	4	9
BE-B100	King Air	0	1	2
BE-200	Super King Air	9	29	47
BE-200C	Super King Air	0	3	3
BE-200T	Super King Air	0	0	1
TOTAL		33	154	256
Manufacturers net billing - $23,772,139				
BRITISH AEROSPACE				
• Multi-Engine				
HS-125-700	Model A	0	1	5
HS-125-700	Model B	1	6	9
TOTAL		1	7	14
PILATUS BRITTEN-NORMAN LTD.				
• Multi-Engine				
BN-2	Islander	2	3	8
BN-2T	Islander	0	1	2
Mark III	Trislander	1	1	1
TOTAL		3	5	11
CESSNA AIRCRAFT CO.				
• Single-Engine				
CE-152		17	77	120
CE-A152	Aerobat	0	0	2
CE-172	Skyhawk	17	86	131
CE-172	Cutlass	0	8	8
CE-172RG	Cutlass	2	19	37
CE-182	Skylane	10	33	63
CE-122	Turbo Skylane	1	3	6
CE-182RG	Skylane RG	1	14	21
CE-182RG	Turbo Skylane RG	3	7	14
CE-185	Skywagon	1	10	18
CE-U206	Stationair 6	6	35	48
CE-TU206	Turbo Stationair 6	11	33	48
CE-208	Stationair 8	1	6	9
CE-TU208	Turbo Stationair 8	0	3	3
CE-210	Centurion	3	5	13
CE-T210	Turbo Centurion	5	22	38
CE-P210	Pressurized Centurion	2	11	17
CE-188	AgHusky	1	11	16
CE-188	AgTruck	9	11	16
• Multi-Engine				
CE-303	Crusader	3	28	46
CE-335		0	1	1
CE-340		1	16	20
CE-402		1	10	14
CE-404	Titan	0	0	2
CE-414	Chancellor	4	6	11
CE-421	Golden Eagle	2	8	13
CE-425	Conquest I	3	17	30
CE-441	Conquest II	0	9	16
CE-500	Citation I	1	5	14
CE-550	Citation II	2	15	37
CE-650	Citation III	0	3	3
CESSNA/REIMS AVIATION				
• Single-Engine				
CE-F152		0	4	10
CE-F152	Aerobat	0	0	1
CE-F172	Skyhawk	2	2	9
CE-FR172	Hawk XP	0	0	0
CE-F182	Skylane	0	0	0
CE-F182RG	Skylane RG	0	0	0
TOTAL		109	510	855
Manufacturers net billing - $19,300,498				

Cessna deliveries for the Conquest II have been adjusted to reflect one aircraft sold to a distributor which was later purchased by Cessna.

		May 83	Cal. Year	Fisc.† Year
AVIONS-MARCEL DASSAULT				
• Multi-Engine				
AD-My.10	Falcon	0	2	4
AD-My.20	Falcon	0	0	1
AD-My.200	Falcon	0	4	4
AD-My.50	Falcon	1	12	30
TOTAL		1	18	39
EMBRAER				
• Single-Engine				
EMB-200		0	0	0
EMB-201	Ipanema	1	7	11
EMB-710	Carioca (PA-28-235 Dakota)	0	2	2
EMB-711	Corisco (PA-28RT-201 Arrow)	0	2	2
EMB-712	Tupi (PA-28-181 Archer II)	0	1	1
EMB-720	Minuano (PA-32-310 Saratoga)	0	1	2
EMB-721	Sertanejo(PA-32R-301 Saratoga)	1	1	3
• Multi-Engine				
EMB-110	Bandeirante	1	3	10
EMB-121	Xingu	0	1	4
EMB-810D	Seneca II	4	18	34
EMB-820	Chieftain	1	1	1
TOTAL		8	37	70
FAIRCHILD AIRCRAFT CORP.				
• Multi-Engine				
Metro IIA		0	0	2
Metro III		1	5	17
Merlin III-C		0	0	0
Merlin IV-C		0	0	5
TOTAL		1	5	24
GATES-LEARJET				
• Multi-Engine				
LR-25D		0	1	4
LR-35A		0	1	10
LR-36A		0	2	2
LR-55		1	7	23
TOTAL		1	11	39
Manufacturers net billing - $5,023,000				
GULFSTREAM AEROSPACE				
• Single-Engine				
GR-164	Agcat	0	0	1
• Multi-Engine				
G-47	Cougar	0	0	0
GR-1159A	Gulfstream III	2	11	25
AE-840	Turbo Commander	0	4	6
AE-900	Commander 900	0	4	8
AE-980		0	0	1
AE-1000		2	4	13
TOTAL		4	23	54
Manufacturers net billing - $23,867,000 (Exports: 1 A-1000 to Australia 1 A-1000 to Philippines)				
ISRAEL AIRCRAFT INDUSTRIES				
• Multi-Engine				
1124	Westwind	*	2	2
TOTAL		*	2	2
LAKE AIRCRAFT				
• Single-Engine				
LA-4-200	Buccaneer	2	11	19
TOTAL		2	11	19
Manufacturers net billing - $219,000				
MAULE AIRCRAFT				
• Single-Engine				
M-5-180C		0	1	3
M-5-200		0	0	1
M-5-235C	Lunar Rocket	1	3	4
M-6-235		6	16	21
TOTAL		7	20	29
Manufacturers net billing - $335,401				
MITSUBISHI				
• Multi-Engine				
Solitaire		0	0	0
Marquise		0	2	11
Diamond		1	13	26
TOTAL		1	15	37
MOONEY AIRCRAFT CORP.				
• Single-Engine				
M-20J	201	10	38	58
M-20K	231	5	20	51
TOTAL		15	58	109
(Exports - 3 201 to Israel 1 201 to South Africa)				

		May 83	Cal. Year	Fisc.† Year
PIPER AIRCRAFT CORP.				
● Single-Engine				
PA-18-150	Super Cub	0	0	33
PA-38-112	Tomahawk	0	7	14
PA-28-161	Warrior	12	58	87
PA-28-181	Archer II	5	48	77
PA-28-236	Dakota	0	13	20
PA-28RT-201	Arrow IV	0	0	4
PA-28RT-201T	Turbo Arrow IV	2	15	33
PA-32-301	Saratoga	4	12	23
PA-32-301T	Turbo Saratoga	1	5	7
PA-32R-301	Saratoga SP	2	10	19
PA-32R-301T	Turbo Saratoga SP	4	17	27
PA-36-375	Pawnee Brave	0	10	42
● Multi-Engine				
PA-23-250	Aztec	0	0	0
PA-31-310	Navajo	1	1	3
PA-31-325	Navajo C/R	2	7	10
PA-31-350	Chieftain	4	18	31
PA-31T-501T	Cheyenne I	0	3	8
PA-31T-620	Cheyenne II	0	6	8
PA-31T2-620	Cheyenne II XL	0	4	7
PA-42-720	Cheyenne III	2	3	10
PA-34-220T	Seneca III	6	36	65
PA-44-180	Seminole	3	15	15
PA-44-180T	Turbo Seminole	0	0	1
PA-600A	Aerostar	0	0	0
PA-601B	Aerostar	0	1	1
PA-601P	Aerostar	0	0	0
PA-602P	Aerostar	2	11	15
PA-T1020		2	2	3
PA-T1040		0	2	8
TOTAL		52	304	571

Manufacturers net billing - $10,411,725*

* Figure includes 10 Pillan T-35 aircraft kits delivered to Chile.

		May 83	Cal. Year	Fisc.† Year
ROCKWELL INTERNATIONAL				
● Multi-Engine				
NA-65	Sabreliner	0	0	0
Model 60		0	1	1
TOTAL		0	1	1
SHORT BROTHERS LTD.				
● Multi-Engine				
SBJ-CS-7	Skyvan	0	0	0
SD-3-30		0	1	1
SD-3-60		2	7	10
TOTAL		2	8	11

SINGLE-ENGINE	164	767	1,322
MULTI-ENGINE	76	430	819
GRAND-TOTAL	240	1,197	2,141

UNIT SHIPMENTS COMPARATIVE TREND: 17 MANUFACTURERS

	May			Calendar Year to Date			Fiscal Year to Date†		
	1983	1982	1981	1983	1982	1981	1983	1982	1981
Beech	33	43	116	154	298	594	256	576	943
British Aerospace	1	2	2	7	10	16	14	20	25
Britten-Norman	3	0	3	5	10	9	11	18	26
Cessna	109	199	451	518	1,095	2,912	855	2,021	5,023
Dassault	1	4	5	18	30	25	39	47	36
Embraer	8(2)	15(7)	32(4)	37(11)	93(32)	130(24)	70(25)	141(59)	313(80)
Fairchild	1	3	4	5	21	30	24	57	52
Gates	1	7	4	11	38	48	39	82	81
Gulfstream	4	8	36	23	37	58	54	81	108
Israel	*	2	4	2	16	12	2	25	16
Lake	2	2	11	11	5	37	19	15	65
Maule	7	4	7	20	17	27	29	24	40
Mitsubishi	1	0	3	15	5	20	37	17	39
Mooney	15	15	19	58	89	141	109	161	244
Piper	52	92	218	304	525	1,381	571	994	2,283
Rockwell	0	0	9	1	2	54	1	4	10
Short	2	5	1	8	7	9	11	10	10
TOTAL	234	393	897	1,171	2,237	5,397	2,096	4,211	9,081

Parentheses show actual Embraer deliveries, not including aircraft kits.

* Figures not available from manufacturer.
† Fiscal Year: Oct. 1 through Sept. 30.

7/5/83
C9700-3

THE WEEKLY OF BUSINESS AVIATION

DAVE COLLOGAN/EDITOR
MONICA MOORE/ASSISTANT EDITOR
1156 15th STREET, N.W./WASHINGTON, D.C. 20005
PHONE: (202) 822-4600/TELEX: 89-2447

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HELMS ANNOUNCES TWO FIRE SAFETY RULEMAKING PROPOSALS

Federal Aviation Administrator J. Lynn Helms last week said the agency will issue two rulemaking proposals within the next 30 days for the installation of fire-resistant seat cushions and cabin aisle emergency lights. Announcement and demonstration of these and other FAA safety programs were made at a news media briefing last Tuesday at FAA's Technical Center near Atlantic City, N.J.

Installation of the fire-resistant seat materials will cost carriers approximately $3 to $7 per seat, Helms said, in addition to increasing annual aircraft operating costs because of the additional weight. Helms said he expects resistance to the proposal from carriers but only with reference to the time schedule. The proposed installation of cabin emergency lights along the aisles will aid evacuation of smoke-filled aircraft, Helms said. One FAA study found that occupants could evacuate a smoke-filled aircraft 20 percent more quickly when lights were mounted on the sides of seat bottoms illuminating the aisle and floor.

Helms also outlined other fire and crash safety rulemaking proposals the agency will soon issue NPRMs on: installation of improved cargo compartment fire protection systems and liner materials; installation of collapsible, energy-absorbing aircraft seats; use of fire-retardant materials on cabin walls, ceilings and storage compartments; and, use of anti-misting fuel additives which suppress the tendency of the fuel to form fine mists, making ignition and propagation difficult. Helms said most of these safety proposals "will be backfitted for older aircraft," with the exception of the anti-misting fuel additives which is still in the research stage.

An FAA spokesman said these safety proposals are aimed primarily at operators of large commercial aircraft, but industry officials predict that commuters and general aviation may feel the trickle down effect of the rules. Helms said it will probably take three years to put the fire-resistant seat cushion and cabin aisle lighting requirements into effect.

Helms said these safety improvements "will constitute the most dramatic single step forward in airplane safety in a quarter century." FAA's safety programs "are on schedule," he said, and were not prompted by the recent fire aboard an Air Canada DC-9 *(BA, June 6/178)*. Helms also credited himself with "developing an overall system test program" and said he was "not accountable" for the actions of former FAA administrators.

TWO KILLED IN GROUND COLLISION AT HOUSTON HOBBY

Two persons aboard an AA-5 trainer were killed last week when an HS125 business jet taking off from Houston's Hobby Airport on a training flight went out of control and crashed into the smaller aircraft. The accident occurred just after the instructor aboard the HS125 had retarded the throttle on the No. 1 engine as the jet reached V_1.

National Transportation Safety Board investigators told *BA* last week that the 125 was owned by Erasmus Inc., a Houston-based holding company. One of the company's co-pilots was in the process of obtaining a type rating on the aircraft and was preparing to take off from Hobby for a flight to Beaumont where a series of touch-and-go landings was planned. The investigator said the instructor had briefed the pilot that he planned to retard the throttle on the No. 1 engine at V_1.

(Continued on the following page)

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1a.

AIRPORT AND AIRWAY TRUST FUND

Status as of April 30

		Current Month	Fiscal Year to Date
I.	BALANCE - BEGINNING OF PERIOD	$ 4,611,129,010.85	$ 3,881,478,472.29
II.	RECEIPTS:		
A.	Excise Taxes (Transferred from General Fund):		
	1. Any liquid fuel other than gasoline	6,900,000.00	43,485,738.00
	2. Tires used on aircraft	114,000.00	557,000.00
	3. Tubes used on aircraft	12,000.00	67,000.00
	4. Gasoline:		
	a. Commercial 9 cents tax	190,000.00	790,000.00
	b. Non-commercial 9 cents tax	1,756,000.00	7,790,000.00
	c. Non-commercial 5 cents tax	1,654,000.00	14,502,452.00
	5. Transportation by air, seats, berths, etc.	158,000,000.00	1,079,340,000.00
	6. Use of international travel facilities	6,000,000.00	38,457,646.00
	7. Transportation of property and cargo	9,000,000.00	53,737,419.00
	8. Use of civil aircraft	-0-	-0-
	Total Tax Receipts	183,626,000.00	1,238,727,255.00
B.	Less Reimbursement to General Fund-Refund of Taxes and Estimated Tax Credits:		
	1. Commercial avaiation gasoline	-0-	-0-
	2. Non-commercial gasoline	-0-	-0-
	3. Civil aircraft	-0-	77,509.00
	4. Any liquid fuel other than gasoline	-0-	612.00
	5. Gasoline - Retailer's tax	-0-	182.00
	6. Airline Ticket Refund	-0-	-0-
	7. Gasoline - Manufacturers Tax	-0-	-0-
	Total Reimbursement for Tax Refunds	-0-	78,303.00
	Net Tax Receipts	183,626,000.00	1,238,648,952.00
C.	Federal Payments	-0-	-0-
D.	Transfers from the General Fund	-0-	-0-
E.	Interest on Investments	267,779.15	241,735,836.05
	Net Receipts	183,893,779.15	1,480,384,788.05
III.	EXPENDITURES:		
A.	Federal Aviation Administration:		
	1. Operations	(909.84)	219,995,341.21
	2. Grants-in-Aid for Airports	20,531,760.25	209,685,573.92
	3. Facilities and Equipment	15,151,591.94	142,414,873.27
	4. Research, Engineering and Development	9,322,235.39	39,736,269.68
B.	Aviation Advisory Commission-Salaries & Expense	-0-	-0-
C.	Interest on Refunds of Taxes	-0-	13,090.00
	Total Expenditures	45,004,677.74	611,845,148.08
IV.	BALANCE-END OF PERIOD	4,750,018,112.26	4,750,018,112.26

STATEMENT OF FINANCIAL CONDITION

ASSETS:		
Undisbursed Balances:		
Airport and Airway Trust Fund (20X8103)	$ 194.75	
Operations	6,518.71	
Grants-in-Aid for Airports	26,653,270.64	
Facilities and Equipment	13,229,400.17	
Research, Engineering and Development	4,281,727.99	
Aviation Advisory Commission-Salaries and Expenses	-0-	$ 44,171,112.26
INVESTMENTS:		
U.S. TREASURY CERTIFICATES OF INDEBTEDNESS:		
10-7/8% maturing June 30, 1983	115,366,000.00	
11-7/8% maturing June 30, 1983	256,102,000.00	
11-1/4% maturing June 30, 1983	116,609,000.00	
11-1/2% maturing June 30, 1983	368,134,000.00	
11-3/4% maturing June 30, 1983	89,426,000.00	
12-3/8% maturing June 30, 1983	3,757,710,000.00	
12-7/8% maturing June 30, 1983	2,500,000.00	4,705,847,000.00
Total Assets		4,750,018,112.26
LIABILITIES:		-0-
EQUITY:		
Excess Assets over Liabilities		$ 4,750,018,112.26
Total Liabilities and Equity		4,750,018,112.26

Treasury Department Chart

C9700-3 7/11/83

THE WEEKLY OF BUSINESS AVIATION

DAVE COLLOGAN/EDITOR
MONICA MOORE/ASSISTANT EDITOR
1156 15th STREET, N.W./WASHINGTON, D.C. 20005
PHONE: (202) 822-4600/TELEX: 89-2447

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COURT DECISION UNDERSCORES IMPORTANCE OF FAA AIRCRAFT REGISTRY

The U.S. Supreme Court, in a unanimous decision, has ruled that all civil aircraft title transfers must be registered with the Federal Aviation Administration's Aircraft Registry. The ruling gives federal statutes precedence over state laws in deciding disputes regarding aircraft ownership and reinforces the view that the Aircraft Registry, which is located in Oklahoma City, should serve as a "central clearing house" for information on aircraft titles.

The decision was handed down late last month in the case of Philko Aviation, Inc. v. Maurice Shacket et Ux. The issue had been argued before the court in April after a decision by the U.S. Seventh Circuit Court of Appeals was appealed by Philko *(BA, April 25/133)*. Both parties had purchased the same aircraft—a 1978 Piper Navajo—from a dealer named Roger Smith. Smith gave the Shackets possession of the aircraft and photocopies of the bill of sale, assuring them that he "would 'take care of the paperwork,' a phrase they understood to include recordation of the original bills of sale with FAA." Smith then sold the same aircraft to Philko Aviation, telling that firm the plane was out of state having avionics installed, but providing the original bill of sale. Philko's bank subsequently recorded the title documents with FAA.

In the ensuing litigation to determine ownership of the aircraft, decisions at the district and appeals court levels were in favor of the Shackets on the basis that the federal statute requiring registration of aircraft title transfers with FAA, Section 503(c), "did not preempt substantive state law regarding title transfers, and that, under the Illinois Uniform Commercial Code . . . the Shackets had title but Philko did not."

Overturns Lower Court Rulings

In overturning the lower court rulings, the Supreme Court stated that "503(c) means that every aircraft transfer must be evidenced by an instrument, and every such instrument must be recorded, before the rights of innocent third parties can be affected. Furthermore, because of these federal requirements, state laws permitting undocumented or unrecorded transfers are preempted, for there is a direct conflict between 503(c) and such state laws, and the federal law must prevail."

The court said its decision was dictated by the legislative history of the statute, noting that Senate, House and conference committee reports "all expressly declare that the federal statute 'requires' the recordation of 'every transfer . . . of any interest in a civil aircraft.' " The court said any other interpretation "would defeat the primary congressional purpose for the enactment of 503(c), which was to create a 'central clearing house for recordation of titles so that a person, wherever he may be, will know where he can find ready access to the claims against, or liens, or other legal interests in an aircraft.' "

The court concluded that "the courts below erred by granting the Shackets summary judgment on the basis that if an unrecorded transfer of an aircraft is valid under state law, it has validity as against innocent third parties. Of course, it is undisputed that the sale to the Shackets was valid and binding as between the parties. Hence, if Philko had actual notice of the transfer to the Shackets or if, under state law, Philko failed to acquire or perfect the interest that it purports to assert for reasons wholly unrelated to the sale to the Shackets, Philko would not have an enforceable interest, and the Shackets would retain possession of the aircraft . . . There may be situations in which the transferee has used reasonable diligence to file and cannot be

(Continued on the following page)

PUBLISHED BY THE BUSINESS PUBLICATIONS DIVISION OF ZIFF-DAVIS PUBLISHING CO. SUBSCRIPTIONS: ONE YEAR $190, SIX MONTHS $115.

SHORTS HAS RECORD MONTH FOR AIRCRAFT SALES – Short Brothers, Belfast, Northern Ireland, last month received $80 million in aircraft orders and options, making June its "best month ever in aircraft sales." Besides receiving orders and options from Simmons Airlines *(BA, June 13/188)* and Imperial Airlines *(BA, June 27/205)* for 12 360s worth $50 million, Shorts received orders from: Murray Valley Airlines, Victoria, Australia, three 360s, $12 million; Air U.K. and Avair-Independent Irish Airlines, Dublin, two 330s, $3 million; and Fischer Brothers Aviation Inc., Galion, Ohio, three 360s, $12 million. Total orders and options for the 360 now stands at 59 aircraft. Shorts also has received orders and options from 34 carriers for some 112 330s. Alex Roberts, Shorts marketing director, said receipt of the orders "prove that we are offering the right aircraft to the market at the right time—and equally important, in the right way."

BRITISH AEROSPACE INC. REORGANIZES WASHINGTON MARKETING OFFICE – British Aerospace Inc. announced the reorganization of its marketing department "to meet the increased activity anticipated from the economic recovery," the company said. All marketing officials will continue to report to T. Dewi Rowlands, executive vice president. Alan Hughes, formerly with Rolls-Royce Inc., has been named vice president marketing-airlines. BAe said the addition of Hughes will permit Kenneth C. Spinney, who had been vice president-marketing, to concentrate on corporate sales as vice president marketing-corporate. Ken Weiss will continue as director of marketing-corporate, reporting to Spinney, while David Field will continue as director of marketing-airlines, reporting to Hughes.

The company said its "anticipation of a vigorous recovery in the airline marketplace, plus the current strong corporate market, makes this reorganization and strengthening necessary to keep pace with its future marketing needs." BAe Inc. said the upturn has already been evidenced in both airline and corporate orders, with sales of 21 corporate and commuter aircraft worldwide in May and June, including nine in North America. North American sales during the two-month period include three Jetstream 31s, five HS125s and one BAe 146.

FAA, NTSB TO TESTIFY AT HOUSE AIRPORT SAFETY HEARING – Federal Aviation Administrator J. Lynn Helms and National Transportation Safety Board Chairman Jim Burnett will be the featured witnesses at a hearing on airport safety technology before the House Science and Technology transportation, aviation and materials subcommittee, now scheduled for July 18 instead of the previous July 19 date. Session will be held 9:30-1 p.m. in Room 2318, Rayburn Building. Other witnesses to appear include: J. Donald Reilly, AOCI executive vice president; Russell Hoyt, AAAE executive vice president; ALPA President Henry Duffy; NASA Administrator James Beggs; and, J. Dawson Ransome, president of Ransome Airlines. Hearing will focus on some older airports considered to be "marginal" in terms of safety, including Lindbergh Field in San Diego, Washington National, New York LaGuardia and Chicago Midway, a subcommittee spokesman said.

FAIRCHILD INDUSTRIES TO START UP GEORGIA METAL FABRICATION PLANT – Fairchild Industries Inc. said it will start test operations of its new aluminum sheet metal fabrication plant in Columbus, Ga. on Sept. 1 and begin full-scale production Jan. 2, 1984. The plant, acquired in late 1982, will produce precision detail metal parts for use in assembly operations at other Fairchild plants, but the company said the cost of modernizing each of these facilities would have been prohibitive. Fairchild selected the Columbus site "because of its central location" and favorable transportation costs. The plant is expected to employ about 50 people. Richard Estes has been named plant general manager and the plant will be operated by Fairchild's Commercial/Industrial Products Group.

FAA APPROVES $245 MILLION FOR AIRPORT GRANTS IN FY 1983 FIRST HALF – Federal Aviation Administration has approved $245 million in Airport Improvement Program (AIP) allocations for 379 planning and development projects during the first half of fiscal year 1983. Projects approved are located in 44 states, the Northern Mariana Islands and the Trust Territory of the Pacific Islands *(see chart on the back of this page)*. Of the $245 million, $46 million was allocated for 160 projects at general aviation airports and $39 million for 59 projects at reliever airports. Primary airports received $136 million for 94 projects. Commercial service airports were allocated $20 million for 61 projects and $900,000 was allocated for a New Orleans heliport project. The remaining $435,085 went to conduct four system planning studies.

ALLOCATIONS FOR THE AIRPORT IMPROVEMENT PROGRAM (AIP)
BY STATE
OCTOBER 1, 1982, TO MARCH 31, 1983

ALABAMA	11	$ 5,231,812
ARIZONA	2	2,500,000
ARKANSAS	18	3,531,961
CALIFORNIA	21	13.888,072
COLORADO	11	8,097,305
FLORIDA	21	8,863,071
GEORGIA	9	1,920,491
IDAHO	4	1,141,454
ILLINOIS	6	3,511,342
INDIANA	3	4,446,000
IOWA	7	2,257,926
KANSAS	13	7,813,662
KENTUCKY	8	7,403,584
LOUISIANA	16	6,850,378
MAINE	1	435,000
MARYLAND	4	7,451,345
MASSACHUSETTS	2	483,000
MICHIGAN	3	6,906,493
MINNESOTA	6	2,794,892
MISSISSIPPI	16	5,911,247
MISSOURI	4	9,992,820
MONTANA	7	2,863,968
NEBRASKA	4	2,609,300
NEVADA	5	1,394,733
NEW HAMPSHIRE	1	225,584
NEW JERSEY	1	509,512
NEW MEXICO	13	5,359,579
NEW YORK	1	241,200
NORTH CAROLINA	11	6,287,972
NORTHERN MARIANA ISLANDS	1	446,470
OHIO	9	6,368,191
OKLAHOMA	15	16,270,360
OREGON	3	1,156,093
PENNSYLVANIA	13	14,277,144
SOUTH CAROLINA	7	4,564,674
SOUTH DAKOTA	5	2,898,589
TENNESSEE	18	8,427,255
TEXAS	37	43,701,198
TRUST TERRITORY OF THE PACIFIC ISLANDS	2	454,500
UTAH	7	3,907,951
VERMONT	1	170,000
VIRGINIA	6	1,323,475
WASHINGTON	11	5,138,615
WEST VIRGINIA	4	1,497,300
WISCONSIN	1	667,818
WYOMING	10	2,918,062
TOTAL	379	$245,111,398

DOT Chart

BUSINESS/PERSONAL AIRCRAFT INDUSTRY – JUNE UNIT SHIPMENTS

		June 83	Cal. Year	Fisc.† Year
BEECH AIRCRAFT CORP.				
• Single-Engine				
BE-77	Skipper	2	3	5
BE-C23	Sundowner	5	12	16
BE-C24R	Sierra	0	2	8
BE-F33A	Bonanza	1	10	15
BE-V35B	Bonanza	0	4	5
BE-A36	Bonanza	7	30	43
BE-B36TC	Bonanza	8	31	40
• Multi-Engine				
BE-B55	Baron	6	11	11
BE-E55	Baron	1	1	4
BE-58	Baron	5	17	27
BE-58TC	Baron	1	2	2
BE-58P	Baron	1	8	21
BE-76	Duchess	0	0	1
BE-B60	Duke	0	7	8
BE-C99	Airliner	2	9	10
BE-C90-1	King Air	3	12	20
BE-F90	King Air	2	6	11
BE-B100	King Air	1	2	3
BE-200	Super King Air	6	35	53
BE-200C	Super King Air	5	8	8
BE-200T	Super King Air	0	0	1
TOTAL		56	210	312
Manufacturers net billing - $34,602,344				
BRITISH AEROSPACE				
• Multi-Engine				
HS-125-700	Model A	0	1	5
HS-125-700	Model B	0	6	9
TOTAL		0	7	14
PILATUS BRITTEN-NORMAN LTD.				
• Multi-Engine				
BN-2	Islander	0	3	8
BN-2T	Islander	1	2	3
Mark III	Trislander	0	1	1
TOTAL		1	6	12
CESSNA AIRCRAFT CO.				
• Single-Engine				
CE-152		19	96	139
CE-A152	Aerobat	3	3	5
CE-172	Skyhawk	17	103	148
CE-172	Cutlass	1	9	9
CE-172RG	Cutlass	2	21	39
CE-182	Skylane	10	43	73
CE-122	Turbo Skylane	3	6	9
CE-182RG	Skylane RG	1	15	22
CE-182RG	Turbo Skylane RG	3	10	17
CE-185	Skywagon	2	12	20
CE-U206	Stationair 6	10	45	58
CE-TU206	Turbo Stationair 6	3	36	51
CE-208	Stationair 8	1	7	10
CE-TU208	Turbo Stationair 8	0	3	3
CE-210	Centurion	3	8	16
CE-T210	Turbo Centurion	2	24	40
CE-P210	Pressurized Centurion	4	15	21
CE-188	AgHusky	0	11	16
CE-188	AgTruck	1	12	17
• Multi-Engine				
CE-303	Crusader	4	32	50
CE-335		0	1	1
CE-340		0	16	20
CE-402		1	11	15
CE-404	Titan	0	0	2
CE-414	Chancellor	1	7	12
CE-421	Golden Eagle	2	10	15
CE-425	Conquest I	4	21	34
CE-441	Conquest II	1	10	17
CE-500	Citation I	0	5	15
CE-550	Citation II	1	16	38
CE-650	Citation III	2	5	5
CESSNA/REIMS AVIATION				
• Single-Engine				
CE-F152		3	7	13
CE-F152	Aerobat	0	0	1
CE-F172	Skyhawk	3	5	12
CE-FR172	Hawk XP	0	0	0
CE-F182	Skylane	0	0	0
CE-F182RG	Skylane RG	0	0	0
TOTAL		107	625	963
Manufacturers net billing - $25,449,[illegible]				

		June 83	Cal. Year	Fisc.† Year
AVIONS-MARCEL DASSAULT				
• Multi-Engine				
AD-My.10	Falcon	0	2	4
AD-My.20	Falcon	2	2	3
AD-My.200	Falcon	1	4	4
AD-My.50	Falcon	3	10	28
TOTAL		6	18	39
DEHAVILLAND AIRCRAFT OF CANADA				
• Multi-Engine				
DHC-5		0	0	2
DHC-6		0	4	5
DHC-7		0	3	8
TOTAL		0	7	15
EMBRAER				
• Single-Engine				
EMB-200		0	0	0
EMB-201	Ipanema	0	7	11
EMB-710	Carioca (PA-28-235 Dakota)	0	2	2
EMB-711	Corisco (PA-28RT-201 Arrow)	0	2	2
EMB-712	Tupi (PA-28-181 Archer II)	0	1	1
EMB-720	Minuano (PA-32-310 Saratoga)	0	1	2
EMB-721	Sertanejo(PA-32R-301 Saratoga)	1	2	4
• Multi-Engine				
EMB-110	Bandeirante	2	5	12
EMB-121	Xingu	0	1	4
EMB-810D	Seneca II	1	19	35
EMB-820	Chieftain	0	1	1
TOTAL		4	41	74
FAIRCHILD AIRCRAFT CORP.				
• Multi-Engine				
Metro IIA		0	0	2
Metro III		2	7	19
Merlin III-C		0	0	0
Merlin IV-C		0	0	5
TOTAL		2	7	26
(Exports: 1 Metro III to West Germany)				
GATES-LEARJET				
• Multi-Engine				
LR-25D		2	3	6
LR-35A		1	2	11
LR-36A		0	2	2
LR-55		3	10	26
TOTAL		6	17	45
GULFSTREAM AEROSPACE				
• Single-Engine				
GR-164	Agcat	0	0	1
• Multi-Engine				
G-47	Cougar	0	0	0
GR-1159A	Gulfstream III	4	15	29
AE-840	Turbo Commander	0	4	6
AE-900	Commander 900	1	4	8
AE-980		0	0	1
AE-1000		0	4	13
TOTAL		5	27	58
Manufacturers net billing - $45,996,000 (Exports: 1 G-III to Algeria, Bahrain, Indonesia, Saudi Arabia) Totals adjusted to reflect cancellation of 1 AE-900 export to the Philippines in March.				
ISRAEL AIRCRAFT INDUSTRIES				
• Multi-Engine				
1124	Westwind	1	4	4
TOTAL		1	4	4
Figures include one previously unrecorded delivery in April.				
LAKE AIRCRAFT				
• Single-Engine				
LA-4-200	Buccaneer	2	13	21
TOTAL		2	13	21
Manufacturers net billing - $213,000				
MAULE AIRCRAFT				
• Single-Engine				
M-5-180C		0	1	3
M-5-200		0	0	1
M-5-235C	Lunar Rocket	0	3	4
M-6-235		3	19	24
TOTAL		3	23	32
Manufacturers net billing - $152,999				

		June 83	Cal. Year	Fisc.† Year
MITSUBISHI				
• Multi-Engine				
Solitaire		0	0	0
Marquise		1	3	12
Diamond		2	15	28
TOTAL		3	18	40
(Exports: 1 Diamond to Denmark)				
MOONEY AIRCRAFT CORP.				
• Single-Engine				
M-20J	201	7	45	65
M-20K	231	4	24	55
TOTAL		11	69	120
(Exports: 3 201 to Israel, 1 201 to West Germany)				
PIPER AIRCRAFT CORP.				
• Single-Engine				
PA-18-150	Super Cub	0	0	33
PA-38-112	Tomahawk	1	8	15
PA-28-161	Warrior	15	73	102
PA-28-181	Archer II	9	57	86
PA-28-236	Dakota	2	15	22
PA-28RT-201	Arrow IV	0	0	4
PA-28RT-201T	Turbo Arrow IV	2	17	35
PA-32-301	Saratoga	1	13	24
PA-32-301T	Turbo Saratoga	0	5	7
PA-32R-301	Saratoga SP	6	16	25
PA-32R-301T	Turbo Saratoga SP	3	20	30
PA-36-375	Pawnee Brave	0	10	42
• Multi-Engine				
PA-23-250	Aztec	0	0	0
PA-31-310	Navajo	0	1	3
PA-31-325	Navajo C/R	1	8	11
PA-31-350	Chieftain	3	21	34
PA-31P-350	Mojave	2	2	2
PA-31T-501T	Cheyenne IA	1	4	9
PA-31T-620	Cheyenne II	0	6	8
PA-31T2-620	Cheyenne II XL	0	4	7
PA-42-720	Cheyenne III	0	3	10
PA-34-220T	Seneca III	4	40	69
PA-44-180	Seminole	0	15	15
PA-44-180T	Turbo Seminole	0	0	1
PA-600A	Aerostar	0	0	0
PA-601B	Aerostar	0	1	1
PA-601P	Aerostar	0	0	0
PA-602P	Aerostar	1	12	16
PA-T1020		0	2	3
PA-T1040		1	3	9
TOTAL		52	356	623

Manufacturers net billing - $7,856,000*
*(Figure includes 5 Pillan T-35 aircraft kits delivered to Chile)

		June 83	Cal. Year	Fisc.† Year
ROCKWELL INTERNATIONAL				
• Multi-Engine				
NA-65	Sabreliner	0	0	0
Model 60		0	1	1
TOTAL		0	1	1
SHORT BROTHERS LTD.				
• Multi-Engine				
SBJ-CS-7	Skyvan	0	1	1
SD-3-30		2	5	5
SD-3-60		1	11	14
TOTAL		3	17	20

	June 83	Cal. Year	Fisc.† Year
SINGLE-ENGINE	170	937	1,492
MULTI-ENGINE	92	529	927
GRAND-TOTAL	262	1,466	2,419

UNIT SHIPMENTS COMPARATIVE TREND: 18 MANUFACTURERS

	June			Calendar Year to Date			Fiscal Year to Date†		
	1983	1982	1981	1983	1982	1981	1983	1982	1981
Beech	56	44	119	210	342	640	312	620	971
British Aerospace	0	2	2	7	12	17	14	22	27
Britten-Norman	1	1	4	6	11	14	12	19	28
Cessna	107	197	432	625	1,292	2,396	963	2,218	3,973
Dassault	6	4	5	18	34	47	39	51	69
de Havilland	0	*	*	7	*	*	15	*	*
Embraer	4(2)	15(5)	19(7)	41(13)	108(32)	118(44)	74(27)	156(49)	217(78)
Fairchild	2	4	6	7	25	29	26	61	52
Gates	6	17	8	17	55	58	45	99	96
Gulfstream	5	6	16	27	43	205	58	87	298
Israel	1	2	7	4	18	21	4	27	31
Lake	2	2	7	13	7	31	21	17	47
Maule	3	6	2	23	23	20	32	30	30
Mitsubishi	3	3	6	18	8	22	40	20	33
Mooney	11	10	34	69	99	162	120	171	236
Piper	52	62	238	356	587	1,434	623	1,056	2,058
Rockwell	0	0	5	1	2	26	1	4	35
Short	3	3	0	17	10	6	20	13	11
TOTAL	262	378	910	1,466	2,676	5,246	2,419	4,671	8,212

Parentheses show actual Embraer deliveries, not including aircraft kits.
† Fiscal year October 1 - September 30.
* Figures not available.

8/1/83
C9700-3

THE WEEKLY OF BUSINESS AVIATION

DAVE COLLOGAN/EDITOR
MONICA MOORE/ASSISTANT EDITOR
1156 15th STREET, N.W./WASHINGTON, D.C. 20005
PHONE: (202) 822-4600/TELEX: 89-2447

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PIPER EXTENDS SHUTDOWN TWO MONTHS, REPORTS $11.8 MILLION QUARTER LOSS

Piper Aircraft Corp., faced with cash flow problems and record losses, said it is extending a previously announced shutdown and laying off another 1,000 employes. The company announced in May that it was stopping production of most 1983 models at Piper facilities in Vero Beach and Lakeland, Fla. for the months of June and July and laying off about half of its 3,400 employes *(BA, May 16/153).*

In its latest announcement, Piper said it will continue curtailments of aircraft production during August and September at the two Florida plants, plus its facilities in Lock Haven, Pa. The announcement said the extension of the shutdown is required "to keep current year inventories in line with current demand." Piper expects to lay off approximately 1,000 of the 2,200 employes currently on the job.

Bangor Punta Corp., Piper's parent company, last week reported a net loss of $2.18 million for the first nine months of 1983 *(see story on Page 34).* Piper had a segment loss of $11.8 million in the third quarter and $25.1 million for the nine months. David Wallace, Bangor Punta chairman and president, said Piper's production curtailment, "which is required to keep current-year inventories in line with present demand, will not allow Piper to improve fourth quarter operating results when compared to the third quarter."

The only product lines not affected will be the certification and production of the new single-engine Malibu and the Cheyenne IV turboprop. The company said it also will continue all sales, product support and technical service programs and its ongoing development program for the Enforcer military aircraft. A company official said the new twin-engine Mojave, which was recently certificated, also will be included in the shutdown. However, he said that some 15 Mojaves currently on the production line will be completed during August. Piper said it has orders for additional Mojaves, but said additional production is constrained by engine deliveries from Avco Lycoming *(see related story on Page 34).*

President Max E. Bleck said the additional curtailment period "will ensure that inventories are kept in line with current market conditions. We remain convinced of the strong future for our industry and for Piper in particular . . . " Bleck said the shutdown would "preserve a positive cash flow for Piper and allow Piper's 1984 models to be stronger elements of the recovery in the general aviation industry, expected later this year." Another Piper official said the company is basically terminating production of all 1983 products and will be building 1984 model aircraft when it starts up again.

KASSEBAUM INTRODUCES BILL TO PROMOTE U.S. AVIATION PRODUCTS ABROAD

Sen. Nancy Kassebaum (R-Kan.) last week introduced a bill to allow the Federal Aviation Administration to help coordinate and promote sales of U.S. aviation products to foreign purchasers. Legislation, entitled "U.S. International Aviation Support Act of 1983," would provide the Secretary of Transportation with authority "to expand existing programs and create new ones which entail cooperative efforts between FAA and the U.S. firms seeking markets abroad," Kassebaum said.

Kassebaum, chairman of the Senate aviation subcommittee, said the bill would provide the DOT Secretary with additional authority to meet the continuing demand for FAA technical assistance, "thereby insuring that the FAA's worldwide preeminence is maintained." The bill would "entail minimal new costs to the government" because the international aviation programs would be funded by its beneficiaries, she said.

(Continued on the following page)

PUBLISHED BY THE BUSINESS PUBLICATIONS DIVISION OF ZIFF-DAVIS PUBLISHING CO. SUBSCRIPTIONS: ONE YEAR $190. SIX MONTHS $115.

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STATUS OF AIRPORT AND AIRWAY TRUST FUND
May 31, 1983

	Current Month	Fiscal Year to Date
I. BALANCE - BEGINNING OF PERIOD	$ 4,750,018,112.26	$ 3,881,478,472.29
II. RECEIPTS:		
A. Excise Taxes (Transferred from General Fund):		
1. Any liquid fuel other than gasoline	2,744,257.00	46,229,995.00
2. Tires used on aircraft	68,000.00	625,000.00
3. Tubes used on aircraft	8,000.00	75,000.00
4. Gasoline:		
a. Commercial 9 cents tax	200,000.00	990,000.00
b. Non-commercial 9 cents tax	1,203,851.00	8,993,851.00
c. Non-commercial 5 cents tax	422,702.00	14,925,154.00
5. Transportation by air, seats, berths, etc.	139,923,411.00	1,219,263,411.00
6. Use of international travel facilities	(90,025,855.00)	(51,568,209.00)
7. Transportation of property and cargo	10,820,557.00	64,557,976.00
8. Use of civil aircraft	-0-	-0-
Total Tax Receipts	65,364,923.00	1,304,092,178.00
B. Less Reimbursement to General Fund-Refund of Taxes and Estimated Tax Credits:		
1. Commercial avaiation gasoline	-0-	-0-
2. Non-commercial gasoline	-0-	-0-
3. Civil aircraft	50,433.00	127,942.00
4. Any liquid fuel other than gasoline	111,652.00	112,264.00
5. Gasoline - Retailer's tax	88.00	270.00
6. Airline Ticket Refund	-0-	-0-
7. Gasoline - Manufacturers Tax	-0-	-0-
Total Reimbursement for Tax Refunds	162,173.00	240,476.00
Net Tax Receipts	65,202,750.00	1,303,851,702.00
C. Federal Payments	-0-	-0-
D. Transfers from the General Fund	-0-	-0-
E. Interest on Investments	588,741.28 1/	242,324,577.33
Net Receipts	65,791,491.28	1,546,176,279.33
III. EXPENDITURES:		
A. Federal Aviation Administration:		
1. Operations	55,999,270.16	275,994,611.37
2. Grants-in-Aid for Airports	20,035,169.43	229,720,743.35
3. Facilities and Equipment	16,746,037.83	159,160,911.10
4. Research, Engineering and Development	3,360,776.23	43,097,045.91
B. Aviation Advisory Commission-Salaries & Expense	-0-	-0-
C. Interest on Refunds of Taxes	6,825.00	19,915.00
Total Expenditures	96,148,078.65	707,993,226.73
IV. BALANCE-END OF PERIOD	4,719,661,524.89	4,719,661,524.89

STATEMENT OF FINANCIAL CONDITION

ASSETS:		
Undisbursed Balances:		
Airport and Airway Trust Fund (20X8103)	$ (138.97) 1/	
Operations	7,248.55	
Grants-in-Aid for Airports	19,418,101.21	
Facilities and Equipment	9,193,362.34	
Research, Engineering and Development	5,920,951.76	
Aviation Advisory Commission-Salaries and Expenses	-0-	$ 34,539,524.89
INVESTMENTS:		
U.S. TREASURY CERTIFICATES OF INDEBTEDNESS:		
10-7/8% maturing June 30, 1983	94,641,000.00	
11-7/8% maturing June 30, 1983	256,102,000.00	
11-1/4% maturing June 30, 1983	116,609,000.00	
11-1/2% maturing June 30, 1983	368,134,000.00	
11-3/4% maturing June 30, 1983	89,426,000.00	
12-3/8% maturing June 30, 1983	3,757,710,000.00	
12-7/8% maturing June 30, 1983	2,500,000.00	4,685,122,000.00 1/
Total Assets		4,719,661,524.89
LIABILITIES:		-0-
EQUITY:		
Excess Assets over Liabilities		$ 4,719,661,524.89
Total Liabilities and Equity		4,719,661,524.89

1/ Does not agree with TFS 6653 and MSPD due to processing error

Department of Treasury Chart

8/8/83
C9700-3

THE WEEKLY OF BUSINESS AVIATION

DAVE COLLOGAN/EDITOR
MONICA MOORE/ASSISTANT EDITOR
1156 15th STREET, N.W./WASHINGTON, D.C. 20005
PHONE: (202) 822-4600/TELEX: 89-2447

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CESSNA TO SUSPEND AIRCRAFT PRODUCTION UNTIL END OF SEPTEMBER

Cessna Aircraft Company will suspend all aircraft production at its Pawnee and Wallace Division plants in Wichita and Winfield, Kan. at the close of business this Friday (Aug. 12). The company said the shutdown, required to hold down inventories and reduce costs, will result in the layoff of an unspecified number of the company's 6,777 employes in the Wichita area. Cessna said production is expected to resume Sept. 26, but Chairman Russ Meyer indicated the shutdown could extend beyond that date. "It should be obvious by now that the general aviation industry is not participating in the economic recovery that is being reported in some areas," Meyer said. "Until we see significant improvement in our markets we must take steps to hold the line on inventories and reduce costs wherever possible."

In addition to stopping aircraft production, Cessna said "all functional areas not essential to support current marketing efforts or scheduled engineering development work will be reduced to minimum levels." Work on some specific engineering projects, including the Caravan I and II turboprops, the recently awarded Navy contract for Citation II jets and efforts related to Cessna's proposal to supply the U.S. Air Force with Citation II replacements for its current fleet of operational support aircraft, will continue. In addition, Meyer said the shutdown will not affect delivery schedules of the Citation III business jet because nearly 20 of those aircraft will be off the assembly line and in the completion process by mid-August. The company said earlier it would deliver 15 Citation IIIs by the close of its 1983 fiscal year on Sept. 30. Flight test, completion and painting facilities for the C-III will operate while other operations are shut down.

Announcement of Cessna's shutdown plans, coupled with an earlier announcement by Piper Aircraft *(BA, Aug. 1/33)*, means that the two largest volume producers of general aviation aircraft will be idle for the remainder of the fiscal year. The unprecedented shutdowns also make it likely that 1983 will be the worst 12-month period for deliveries by domestic aircraft manufacturers since World War II. *Worldwide* aircraft delivery figures through July total 1,676, with Cessna and Piper accounting for 1,124, or 67.1 percent, so far this year *(see chart on Page 45)*. Although deliveries from inventory will continue, the industry may not be able to match the U.S. domestic shipment total of 2,302 in 1951, the worst previous year since the end of World War II.

REP. MINETA CRITICIZES FAA FUNDING CUTS, SUGGESTS TAX REDUCTION

Rep. Norman Mineta (D-Calif.), chairman of the House aviation subcommittee, last week criticized sharp reductions in funding for FAA programs and suggested that aviation taxes should be reduced to avoid buildup of a large surplus in the Aviation Trust Fund. Mineta, addressing the sharply lower funding levels in the Department of Transportation appropriations bill approved recently by a House-Senate conference committee, said the cuts will nearly double the Trust Fund surplus in one year's time because of higher aviation taxes passed by Congress last year. "With these kinds of surpluses looming, I see no valid argument against cutting aviation user taxes across the board," Mineta said.

During a one-hour floor debate on the conference report accompanying the DOT appropriations measure, Mineta enunciated concerns shared by many segments of the aviation industry, but virtually ignored during congressional deliberation of the legislation. Mineta said the cuts in funding for FAA operations and

(Continued on the following page)

PUBLISHED BY THE BUSINESS PUBLICATIONS DIVISION OF ZIFF-DAVIS PUBLISHING CO. SUBSCRIPTIONS: ONE YEAR $190. SIX MONTHS $115.

BUSINESS/PERSONAL AIRCRAFT INDUSTRY – JULY UNIT SHIPMENTS

		July 83	Cal. Year	Fisc.† Year
BEECH AIRCRAFT CORP.				
• Single-Engine				
BE-77	Skipper	0	3	5
BE-C23	Sundowner	0	12	16
BE-C24R	Sierra	1	3	9
BE-F33A	Bonanza	0	10	15
BE-V35B	Bonanza	0	4	5
BE-A36	Bonanza	4	34	47
BE-B36TC	Bonanza	3	34	43
• Multi-Engine				
BE-B55	Baron	0	11	11
BE-E55	Baron	3	4	7
BE-58	Baron	2	19	29
BE-58TC	Baron	0	2	2
BE-58P	Baron	0	8	21
BE-76	Duchess	8	8	9
BE-B60	Duke	0	7	8
BE-C99	Airliner	0	9	10
BE-C90-1	King Air	1	13	21
BE-F90	King Air	0	6	11
BE-B100	King Air	0	2	3
BE-200	Super King Air	5	40	58
BE-200C	Super King Air	1	9	9
BE-200T	Super King Air	0	0	1
TOTAL		28	238	340
Manufacturers net billing - $13,988,425				
BRITISH AEROSPACE				
• Multi-Engine				
HS-125-700	Model A	0	1	5
HS-125-700	Model B	1	7	10
TOTAL		1	8	15
PILATUS BRITTEN-NORMAN LTD.				
• Multi-Engine				
BN-2	Islander	2	5	10
BN-2T	Islander	0	2	3
Mark III	Trislander	0	1	1
TOTAL		2	8	14
CESSNA AIRCRAFT CO.				
• Single-Engine				
CE-152		21	117	160
CE-A152	Aerobat	0	3	5
CE-172	Skyhawk	26	129	174
CE-172	Cutlass	1	10	10
CE-172RG	Cutlass	5	26	44
CE-182	Skylane	9	52	82
CE-122	Turbo Skylane	2	8	11
CE-182RG	Skylane RG	1	16	23
CE-182RG	Turbo Skylane RG	0	10	17
CE-185	Skywagon	3	15	23
CE-U206	Stationair 6	5	50	63
CE-TU206	Turbo Stationair 6	6	42	57
CE-208	Stationair 8	0	7	10
CE-TU208	Turbo Stationair 8	0	3	3
CE-210	Centurion	3	11	19
CE-T210	Turbo Centurion	2	26	42
CE-P210	Pressurized Centurion	0	15	21
CE-188	AgHusky	1	12	17
CE-188	AgTruck	2	14	19
• Multi-Engine				
CE-303	Crusader	4	36	54
CE-335		0	1	1
CE-340		1	17	21
CE-402		0	10	14
CE-404	Titan	0	0	2
CE-414	Chancellor	1	8	13
CE-421	Golden Eagle	1	11	16
CE-425	Conquest I	2	23	36
CE-441	Conquest II	0	10	17
CE-500	Citation I	1	6	16
CE-550	Citation II	1	17	39
CE-650	Citation III	1	6	6
CESSNA/REIMS AVIATION				
• Single-Engine				
CE-F152		1	8	14
CE-F152	Aerobat	0	0	1
CE-F172	Skyhawk	0	5	12
CE-FR172	Hawk XP	0	0	0
CE-F182	Skylane	0	0	0
CE-F182RG	Skylane RG	0	0	0
TOTAL		103*	724	1,062
Manufacturers net billing - $19,110,712* (* Figure includes delivery of four CE-337 Skymasters to the Thailand government and one CE-402 buyback).				

		July 83	Cal. Year	Fisc.† Year
AVIONS-MARCEL DASSAULT				
• Multi-Engine				
AD-My.10	Falcon	*	2	4
AD-My.20	Falcon	*	2	3
AD-My.200	Falcon	*	4	4
AD-My.50	Falcon	*	10	28
TOTAL		*	18	39
DEHAVILLAND AIRCRAFT OF CANADA				
• Multi-Engine				
DHC-5		0	0	2
DHC-6		2	6	7
DHC-7		0	3	8
TOTAL		2	9	17
EMBRAER				
• Single-Engine				
EMB-200		0	0	0
EMB-201	Ipanema	0	7	11
EMB-710	Carioca (PA-28-235 Dakota)	0	2	2
EMB-711	Corisco (PA-28RT-201 Arrow)	0	2	2
EMB-712	Tupi (PA-28-181 Archer II)	0	1	1
EMB-720	Minuano (PA-32-310 Saratoga)	0	1	2
EMB-721	Sertanejo(PA-32R-301 Saratoga)	0	2	4
• Multi-Engine				
EMB-110	Bandeirante	0	5	12
EMB-121	Xingu	0	1	4
EMB-810D	Seneca II	5	24	40
EMB-820	Chieftain	0	1	1
TOTAL		5	46	79
FAIRCHILD AIRCRAFT CORP.				
• Multi-Engine				
Metro IIA		*	0	2
Metro III		*	7	19
Merlin III-C		*	0	0
Merlin IV-C		*	0	5
		*	7	26
GATES-LEARJET				
• Multi-Engine				
LR-25D		0	3	6
LR-35A		0	2	11
LR-36A		0	2	2
LR-55		2	12	28
TOTAL		2	19	47
GULFSTREAM AEROSPACE				
• Single-Engine				
GR-164	Agcat	0	0	1
• Multi-Engine				
G-47	Cougar	0	0	0
GR-1159A	Gulfstream III	2	17	31
AE-840	Turbo Commander	1	5	7
AE-900	Commander 900	0	4	8
AE-980		0	0	1
AE-1000		1	5	14
TOTAL		4	31	62
Manufacturers net billing - $24,630,000 (Exports: 1 AE-1000 to Australia)				
ISRAEL AIRCRAFT INDUSTRIES				
• Multi-Engine				
1124	Westwind	1	5	5
TOTAL		1	5	5
LAKE AIRCRAFT				
• Single-Engine				
LA-4-200	Buccaneer	1	14	22
TOTAL		1	14	22
Manufacturers net billing - $111,535				
MAULE AIRCRAFT				
• Single-Engine				
M-5-180C		0	1	3
M-5-200		0	0	1
M-5-235C	Lunar Rocket	0	3	4
M-6-235		5	24	29
TOTAL		5	28	37
Manufacturers net billing - $209,695				

		July 83	Cal. Year	Fisc.† Year
MITSUBISHI				
• Multi-Engine				
Solitaire		0	0	0
Marquise		1	4	13
Diamond		1	16	29
TOTAL		2	20	42

(Exports: 1 Diamond to Argentina)

		July 83	Cal. Year	Fisc.† Year
MOONEY AIRCRAFT CORP.				
• Single-Engine				
M-20J	201	3	48	68
M-20K	231	7	31	62
TOTAL		10	79	130

(Exports: 1 231 to West Germany and Canada)

		July 83	Cal. Year	Fisc.† Year
PIPER AIRCRAFT CORP.				
• Single-Engine				
PA-18-150	Super Cub	0	0	33
PA-38-112	Tomahawk	0	8	15
PA-28-161	Warrior	8	81	110
PA-28-181	Archer II	3	60	89
PA-28-236	Dakota	1	16	23
PA-28RT-201	Arrow IV	0	0	4
PA-28RT-201T	Turbo Arrow IV	8	25	43
PA-32-301	Saratoga	3	16	27
PA-32-301T	Turbo Saratoga	0	5	7
PA-32R-301	Saratoga SP	1	17	26
PA-32R-301T	Turbo Saratoga SP	5	25	35
PA-36-375	Pawnee Brave	0	10	42
• Multi-Engine				
PA-23-250	Aztec	0	0	0
PA-31-310	Navajo	1	2	4
PA-31-325	Navajo C/R	0	8	11
PA-31-350	Chieftain	0	21	34
PA-31P-350	Mojave	4	6	6
PA-31T-501T	Cheyenne IA	0	4	9
PA-31T-620	Cheyenne II	0	6	8
PA-31T2-620	Cheyenne II XL	1	5	8
PA-42-720	Cheyenne III	0	3	10
PA-42-720	Cheyenne IIIA	1	1	1
PA-34-220T	Seneca III	8	48	77
PA-44-180	Seminole	0	15	15
PA-44-180T	Turbo Seminole	0	0	1
PA-600A	Aerostar	0	0	0
PA-601B	Aerostar	0	1	1
PA-601P	Aerostar	1	1	1
PA-602P	Aerostar	0	12	16
PA-T1020		0	2	3
PA-T1040		0	3	9
TOTAL		45	401	668

Manufacturers net billing - $9,200,000*
(* Figure includes 5 Pillan T-35 aircraft kits delivered to Chile)

		July 83	Cal. Year	Fisc.† Year
ROCKWELL INTERNATIONAL				
• Multi-Engine				
NA-65	Sabreliner	0	0	0
Model 60		0	1	1
TOTAL		0	1	1
SHORT BROTHERS LTD.				
• Multi-Engine				
SBJ-CS-7	Skyvan	0	1	1
SD-3-30		0	5	5
SD-3-60		3	14	17
TOTAL		3	20	23

	July 83	Cal. Year	Fisc.† Year
SINGLE-ENGINE	141	1,078	1,633
MULTI-ENGINE	70	598	996
GRAND-TOTAL	211	1,676	2,629

UNIT SHIPMENTS COMPARATIVE TREND: 18 MANUFACTURERS

	July			Calendar Year to Date			Fiscal Year to Date§		
	1983	1982	1981	1983	1982	1981	1983	1982	1981
Beech	28	25	140	238	367	780	340	645	1,111
British Aerospace	1	5	2	8	17	19	15	27	29
Britten-Norman	2	1	*	8	12	14	14	20	28
Cessna	100	196	315	724	1,488	2,711	1,062	2,414	4,288
Dassault	*	5	*	18	39	47	39	56	69
De Havilland	2	*	*	9	*	*	17	*	*
Embraer	5(0)	13(6)	16(2)	46(13)	121(38)	134(46)	79(27)	169(55)	254(80)
Fairchild	*	4	5	7	29	34	26	65	57
Gates	2	4	12	19	59	70	47	103	108
Gulfstream	4	10	21	31	53	226	62	97	316
Israel	1	*	4	5	*	25	5	*	35
Lake	1	3	5	14	9	36	22	19	52
Maule	5	5	5	28	28	25	37	35	35
Mitsubishi	2	2	1	20	10	23	42	22	34
Mooney	10	16	29	79	115	201	130	187	275
Piper	45	55	189	401	642	1,623	668	1,111	2,247
Rockwell	0	0	3	1	2	29	1	4	38
Short	3	0	*	20	10	6	23	13	11
TOTAL	211	344	747	1,676	3,001	6,003	2,629	4,987	8,987

Parentheses show actual Embraer deliveries, not including aircraft kits.
§ Fiscal year October 1 - September 30.
* Figures not available.

8/29/83
C9700-3

THE WEEKLY OF BUSINESS AVIATION

DAVE COLLOGAN/EDITOR
MONICA MOORE/ASSISTANT EDITOR
1156 15th STREET, N.W./WASHINGTON, D.C. 20005
PHONE: (202) 822-4600/TELEX: 89-2447

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NTSB ASKS FAA TO CONDUCT CERTIFICATION REVIEW OF MU-2 AIRCRAFT

National Transportation Safety Board last week asked the Federal Aviation Administration to conduct a special certification review of Mitsubishi MU-2 airplanes "in view of the continued involvement of the MU-2 in fatal accidents involving engine failure or malfunction and sudden unexplained loss of control." Citing 22 fatal accidents since 1975 *(see list on the backs of Pages 66-69)*, the board said "the puzzling circumstances of several of the accidents suggest that some of the causal circumstances may be design-related or design-induced."

The most recent unexplained accident regarding an MU-2 occurred March 24 when an aircraft operated by McCauley Aviation broke up in flight and crashed near Jeffersonville, Ga. killing four persons *(BA, March 28/98)*. NTSB has specifically asked FAA to review the MU-2 relative to the engines, fuel system, autopilot and flight control systems; flight in known icing conditions; engine inoperative characteristics; and handling characteristics during IMC (instrument meteorological conditions) landing approaches. Calling for a certification review of an aircraft is unusual but not unprecedented. FAA earlier conducted a review of Gates Learjet 20 and 30 Series aircraft *(BA, May 18, 1981/155)*.

Mitsubishi officials first learned of the NTSB recommendations last Thursday when contacted by *BA*. An MAI spokesman Friday said the company was "surprised" to hear about the board's request for a certification review "since the FAA Southwest Regional Office has looked at and flown the MU-2 on several occasions, giving it a clean bill of health." FAA's report on the aircraft did not find any structural deficiencies, MAI said, however the aircraft was not retested in known icing conditions.

MAI said it was aware of the MU-2's "accident record difficulty" and was "working with the FAA" on the problems. Last year Mitsubishi sponsored 10 PROP (Pilot Review of Proficiency) seminars and offered discounts on FlightSafety MU-2 recurrency and initial training. "Our studies show that 80 percent of the (MU-2) accidents were caused by pilot error," the Mitsubishi spokesman said.

VAN SANT NAMED CESSNA PRESIDENT, CHIEF OPERATING OFFICER

R.W. (Bill) Van Sant, 45, a 26-year veteran of Deere & Company, Moline, Ill., was named president and chief operating officer of Cessna Aircraft last week. Van Sant will report to Russ Meyer, chairman and chief executive officer, who also had served as president and chief operating officer since 1978.

Van Sant held a variety of positions with Deere, the latest being vice president of manufacturing and engineering services with companywide responsibility for manufacturing engineering, materials procurement and manufacturing research and development. Although not a pilot, he was the company official responsible for Deere's company aircraft fleet, which includes three Citation IIs. Deere also was one of the biggest customers for Cessna's Fluid Power Division products.

Meyer said Van Sant will have responsibility for all of Cessna's operating divisions, including the Pawnee and Wallace Aircraft Divisions in Wichita, the Fluid Power Division in Hutchinson, Kan., the McCauley Accessory Division in Dayton, Ohio, the ARC Avionics Division in Boonton, N.J. and Cessna's associate, Reims Aviation, S.A. in Reims, France. Most of those operations had previously reported to Chuck Husick, a senior vice president of Cessna. Husick told *BA* that the move will relieve him of the heavy travel schedule

(Continued on the following page)

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BUSINESS AVIATION BRIEFS

FEDERAL AVIATION ADMINISTRATION issued an emergency airworthiness directive last month restricting the flight of British Aerospace Jetstream 31 aircraft into known or forecast icing conditions. The AD also prohibits extension of the aircraft's flaps beyond 20 degrees. FAA said the actions were necessary because the Jetstream 31 may experience short period pitch oscillations that are aggravated by accumulation of ice on the tail or extension of the flaps beyond 20 degrees. FAA said the flap restriction will increase approach speeds and increase scheduled field lengths by 20 percent.

* * *

THE E.F. HUTTON GROUP has purchased a majority position in the common stock of S-A-L Inc., the newly formed holding company for Summitt Airlines, Summitt President Joseph W. Wear said. Hutton also has assisted in obtaining a new bank credit facility that will provide Summitt with up to $4.5 million. Wear said the new capital will provide the all-cargo airline with funds needed for its rapidly expanding business, adding that the company "looked forward to its affiliation with the E.F. Hutton Group." S-A-L Inc. board was increased to include some Hutton representatives. The company has 450 employes and flies five Convair 580 freighters and one DC-9 and plans to add two more Convairs.

* * *

AIR TRAFFIC CONTROLLERS currently working for FAA are slightly older, but are better educated than the controller work force that existed prior to the August 1981 strike by PATCO. FAA officials said the average pre-strike controller was 27 years old. Some 87 percent had attended college and 36 percent had obtained a college degree. As of July 31, 1983, the average FAA controller was 28 years old, 91 percent had attended college and 47 percent had obtained a college degree.

* * *

PRESIDENT REAGAN has signed into law H.R. 3329, the Transportation Department appropriations bill for fiscal 1984. The legislation provides funding levels for FAA programs sharply lower than those specified in the Airport Improvement Program legislation passed last year *(BA, July 25/25).*

* * *

JAPANESE AIRCRAFT MANUFACTURING INDUSTRY has called for more government subsidy to help the industry catch up with U.S. and European counterparts. Japanese International Trade and Industry Minister Sosuke Uno and Soichiro Suenga, president of Mitsubishi Heavy Industries, said total sales are equivalent to only 1/34 of the sales of U.S. manufacturers, 1/5 of British or French firms and 1/3 of West German companies. The Japanese government will provide about $9.8 million in subsidies in the fiscal year that ends in March 1984 for work on a 150-seat airliner in conjunction with foreign manufacturers and over $20 million for work on a new jet engine with Pratt & Whitney and Rolls-Royce.

* * *

BEECH HOLDINGS INC. has named Hal Spragins vice president-general manager of Ohio Aviation Company. Spragins, former president of Memphis Aero Corp., will be responsible for Ohio Aviation's fixed-base operations at James M. Cox/Dayton Municipal Airport in Dayton, Cuyahoga County Airport in Cleveland, and Lunken Airport in Cincinatti.

* * *

EDWARDS & KELSEY INC., a Livingston, N.J.-based consulting firm, has been selected by the New Jersey Department of Transportation to develop a federal grant supporting a Statewide Helicopter System Plan Study. Purpose of the study is to provide a comprehensive plan for the development of helicopter facilities in the state over a 20-year period, to determine specific locations where there is an existing or potential demand for rotorcraft facilities and to develop design and environmental criteria for future growth. Cost for the system plan study is $59,900; the final draft is scheduled for completion in 12 months.

* * *

REVISED AIRPORT AND AIRWAY TRUST FUND chart for May is *on the back of Page 70.* Treasury Department said there is a $85.2 million change in current month and fiscal year-to-date for "transportation by air, seats, berths . . . and use of international travel facilities due to re-classification."

STATUS OF AIRPORT AND AIRWAY TRUST FUND

May 1983 Revised

		Current Month	Fiscal Year to Date
I.	BALANCE - BEGINNING OF PERIOD	$ 4,750,018,112.26	$ 3,881,478,472.29
II.	RECEIPTS:		
A.	Excise Taxes (Transferred from General Fund):		
	1. Any liquid fuel other than gasoline	2,744,257.00	46,229,995.00
	2. Tires used on aircraft	68,000.00	625,000.00
	3. Tubes used on aircraft	8,000.00	75,000.00
	4. Gasoline:		
	a. Commercial 9 cents tax	200,000.00	990,000.00
	b. Non-commercial 9 cents tax	1,203,851.00	8,993,851.00
	c. Non-commercial 5 cents tax	422,702.00	14,925,154.00
	5. Transportation by air, seats, berths, etc.	*54,710,169.00	* 1,134,050,169.00
	6. Use of international travel facilities	*(4,812,613.00)	* 33,645,033.00
	7. Transportation of property and cargo	10,820,557.00	64,557,976.00
	8. Use of civil aircraft	-0-	-0-
	Total Tax Receipts	65,364,923.00	1,304,092,178.00
B.	Less Reimbursement to General Fund-Refund of Taxes and Estimated Tax Credits:		
	1. Commercial avaiation gasoline	-0-	-0-
	2. Non-commercial gasoline	-0-	-0-
	3. Civil aircraft	50,433.00	127,942.00
	4. Any liquid fuel other than gasoline	111,652.00	112,264.00
	5. Gasoline - Retailer's tax	88.00	270.00
	6. Airline Ticket Refund	-0-	-0-
	7. Gasoline - Manufacturers Tax	-0-	-0-
	Total Reimbursement for Tax Refunds	162,173.00	240,476.00
	Net Tax Receipts	65,202,750.00	1,303,851,702.00
C.	Federal Payments	-0-	-0-
D.	Transfers from the General Fund	-0-	-0-
E.	Interest on Investments	588,741.28 1/	242,324,577.33
	Net Receipts	65,791,491.28	1,546,176,279.33
III.	EXPENDITURES:		
A.	Federal Aviation Administration:		
	1. Operations	55,999,270.16	275,994,611.37
	2. Grants-in-Aid for Airports	20,035,169.43	229,720,743.35
	3. Facilities and Equipment	16,746,037.83	159,160,911.10
	4. Research, Engineering and Development	3,360,776.23	43,097,045.91
B.	Aviation Advisory Commission-Salaries & Expense	-0-	-0-
C.	Interest on Refunds of Taxes	6,825.00	19,915.00
	Total Expenditures	96,148,078.65	707,993,226.73
IV.	BALANCE-END OF PERIOD	4,719,661,524.89	4,719,661,524.89

STATEMENT OF FINANCIAL CONDITION

ASSETS:		
Undisbursed Balances:		
Airport and Airway Trust Fund (20X8103)	$ (138.97) 1/	
Operations	7,248.55	
Grants-in-Aid for Airports	19,418,101.21	
Facilities and Equipment	9,193,362.34	
Research, Engineering and Development	5,920,951.76	
Aviation Advisory Commission-Salaries and Expenses	-0-	$ 34,539,524.89
INVESTMENTS:		
U.S. TREASURY CERTIFICATES OF INDEBTEDNESS:		
10-7/8% maturing June 30, 1983	94,641,000.00	
11-7/8% maturing June 30, 1983	256,102,000.00	
11-1/4% maturing June 30, 1983	116,609,000.00	
11-1/2% maturing June 30, 1983	368,134,000.00	
11-3/4% maturing June 30, 1983	89,426,000.00	
12-3/8% maturing June 30, 1983	3,757,710,000.00	
12-7/8% maturing June 30, 1983	2,500,000.00	4,685,122,000.00 1/
Total Assets		4,719,661,524.89
LIABILITIES:		-0-
EQUITY:		
Excess Assets over Liabilities		$ 4,719,661,524.89
Total Liabilities and Equity		4,719,661,524.89

1/ Does not agree with TFS 6653 and MSPD due to processing error

Department of Treasury Chart

9/6/83
C9700-3

THE WEEKLY OF
BUSINESS
AVIATION

DAVE COLLOGAN/EDITOR
MONICA MOORE/ASSISTANT EDITOR
1156 15th STREET, N.W./WASHINGTON, D.C. 20005
PHONE: (202) 822-4600/TELEX: 89-2447

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METRO COCKPIT FIRE RESULTS IN NTSB, FAA ACTION

A cockpit fire aboard a Scheduled Skyways Fairchild Metro on Aug. 27 at Hot Springs, Ark. has resulted in separate actions by the National Transportation Safety Board and the Federal Aviation Administration. The captain, first officer and two passengers were able to evacuate the aircraft, which was taxiing from the gate to the takeoff runway, before the fire gutted the airplane down to the wingline from the cockpit to the empennage.

NTSB last Wednesday asked the FAA to issue an emergency airworthiness directive requiring operators of Fairchild SA226-TC Metro airplanes to immediately inspect the hydraulic tubing and oxygen lines near the electrical circuit breaker panel on the copilot's side console and behind the instrument panel. NTSB also asked the FAA to require "immediate replacement of hydraulic or oxygen lines exhibiting defects" and determine if other Fairchild models have similar defects.

FAA last Thursday issued a telegraphic message to its regional offices ordering airworthiness inspectors to contact all operators of SA226 and SA227 aircraft "and encourage them to do a one-time inspection behind the instrument panel and in the vicinity of the copilot's side console circuit instrument panel for evidence of hydraulic leaks and/or chafing lines and wiring." The FAA inspectors were further instructed to "spot check" 20 percent of their assigned operators' fleets and submit reports by Sept. 16.

A similar cockpit fire erupted last October aboard a Sun Aire Lines Metro aircraft while departing the gate at Palm Springs, Calif. None of that flightcrew or 16 passengers were injured. NTSB investigators concluded that the fire began when vaporized hydraulic fluid escaping from the pressurized hydraulic line was ignited by arcing of the copilot's instrument light rheostat control. There are approximately 150 Metros in use by commuter airlines.

CHALLENGER IMPROVEMENTS, RETROFITS ANNOUNCED AT OPERATORS MEETING

Canadair officials last week told attendees at its second annual Challenger maintenance and operations seminar that the company is in the "Challenger business to stay" and revealed a number of standard and optional improvements for both the Avco Lycoming-powered CL-600 and General Electric-powered CL-601.

Among the improvements announced for the CL-600 were winglets, use of spoilers down to 200 feet AGL, and an increase in gross and zero-fuel weight of 41,100 and 31,000 pounds, respectively. The aircraft will now have a maximum payload to over 6,000 pounds and thus will have to be operated in accordance with FAR Part 125 instead of Part 91. Canadair officials were unaware of this FAA regulation until operators pointed it out to them at the meeting. An FAA official told *BA* last week that the agency has not yet decided whether it will require Challenger operators to comply with Part 125 or grant an exemption.

Avco Lycoming announced that it had received FAA certification for a kit to upgrade the ALF-502L on the Model 600. The L2C kit enables the engine to run at cooler temperatures, thus improving reliability, reducing maintenance and improving fuel specifics by 2.5 percent. Kit will be available Oct. 1 and sell for $110,000 to $160,000. Improvements announced for the CL-601 include: increased maximum gross takeoff weight to 43,100 pounds; flight deck improvements; and availability of the General Electric CF34 K1.

(Continued on the following page)

PUBLISHED BY THE BUSINESS PUBLICATIONS DIVISION OF ZIFF-DAVIS PUBLISHING CO. SUBSCRIPTIONS: ONE YEAR $190, SIX MONTHS $115.

STATUS OF AIRPORT AND AIRWAY TRUST FUND

June 30, 1983

		Current Month	Fiscal Year to Date
I.	BALANCE - BEGINNING OF PERIOD	$ 4,719,661,524.89	$ 3,881,478,472.29
II.	RECEIPTS:		
A.	Excise Taxes (Transferred from General Fund):		
	1. Any liquid fuel other than gasoline	7,667,000.00	53,896,995.00
	2. Tires used on aircraft	75,000.00	700,000.00
	3. Tubes used on aircraft	8,000.00	83,000.00
	4. Gasoline:		
	a. Commercial 9 cents tax	225,000.00	1,215,000.00
	b. Non-commercial 9 cents tax	3,625,000.00	12,618,851.00
	c. Non-commercial 5 cents tax	1,208,000.00	16,133,154.00
	5. Transportation by air, seats, berths, etc.	180,000,000.00	1,314,050,169.00
	6. Use of international travel facilities	7,000,000.00	40,645,033.00
	7. Transportation of property and cargo	8,000,000.00	72,557,976.00
	8. Use of civil aircraft	-0-	-0-
	Total Tax Receipts	207,808,000.00	1,511,900,178.00
B.	Less Reimbursement to General Fund-Refund of Taxes and Estimated Tax Credits:		
	1. Commercial avaiation gasoline	-0-	-0-
	2. Non-commercial gasoline	-0-	-0-
	3. Civil aircraft	-0-	127,942.00
	4. Any liquid fuel other than gasoline	-0-	112,264.00
	5. Gasoline - Retailer's tax	-0-	270.00
	6. Airline Ticket Refund	-0-	-0-
	7. Gasoline - Manufacturers Tax	-0-	-0-
	Total Reimbursement for Tax Refunds	-0-	240,476.00
	Net Tax Receipts	207,808,000.00	1,511,659,702.00
C.	Federal Payments	-0-	-0-
D.	Transfers from the General Fund	-0-	-0-
E.	Interest on Investments	276,375,958.21	518,700,535.54
	Net Receipts	484,183,958.21	2,030,360,237.54
III.	EXPENDITURES:		
A.	Federal Aviation Administration:		
	1. Operations	(590.20) 2/	275,994,021.17
	2. Grants-in-Aid for Airports	63,776,888.72	293,497,632.07
	3. Facilities and Equipment	21,963,192.31	181,124,103.41
	4. Research, Engineering and Development	7,893,664.89	50,990,710.80
B.	Aviation Advisory Commission-Salaries & Expense	-0-	-0-
C.	Interest on Refunds of Taxes	-0-	19,915.00
	Total Expenditures	93,633,155.72	801,626,382.45
IV.	BALANCE-END OF PERIOD	5,110,212,327.38	5,110,212,327.38

STATEMENT OF FINANCIAL CONDITION

ASSETS:		
Undisbursed Balances:		
Airport and Airway Trust Fund (20X8103)	$ 819.24 1/	
Operations	152,007,838.75	
Grants-in-Aid for Airports	(20,158,787.51)	
Facilities and Equipment	2,870,170.03	
Research, Engineering and Development	(1,972,713.13)	
Aviation Advisory Commission-Salaries and Expenses	-0-	$ 132,747,327.38
INVESTMENTS:		
U.S. TREASURY CERTIFICATES OF INDEBTEDNESS:		
10-3/4% maturing June 30, 1984	4,977,465,000.00	4,977,465,000.00
Total Assets		5,110,212,327.38
LIABILITIES:		-0-
EQUITY:		
Excess Assets over Liabilities		$ 5,110,212,327.38
Total Liabilities and Equity		5,110,212,327.38

1/ Does not agree with TFS 6653 due to reporting error

2/ Expenditures incorrectly reported in June. Approximately $152 million will be reported in July, for June.

Department of Treasury Chart

9/12/83 C9700-3

THE WEEKLY OF BUSINESS AVIATION

DAVE COLLOGAN/EDITOR
MONICA MOORE/ASSISTANT EDITOR
1156 15th STREET, N.W./WASHINGTON, D.C. 20005
PHONE: (202) 822-4600/TELEX: 89-2447

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CESSNA NEGOTIATING WITH FEDERAL EXPRESS FOR MAJOR CARAVAN I ORDER

Cessna Aircraft has been engaged in negotiations for several months with Federal Express Corp. regarding a major fleet order by the Memphis-based small package carrier for Cessna's new Caravan I turboprop utility aircraft. Cessna's third quarter shareholder report states that "contractual negotiations are proceeding with Federal Express Corp. for the sale of 30 new Caravan I single-engine propjets, with an option for an additional 70." A Cessna spokesman, while noting that there is no deadline for reaching a final agreement, was very confident that the sale will take place, adding that "it's definite." If an agreement is finalized, deliveries of the first 30 aircraft would begin in October 1984 and extend through December 1985.

A Federal Express spokesman, while confirming that negotiations between the two companies have been underway for several months, refused to say how likely a final agreement is. "We just don't make any comment until it's final," the spokesman said. Federal Express has had discussions with a number of aircraft manufacturers over the years about acquiring smaller equipment for use in expanding the company's operations to smaller points.

CANADAIR TO REVISE CHALLENGER WEIGHTS TO PERMIT PART 91 OPERATION

Canadair Ltd., which recently ran afoul of the more stringent regulations of FAR Part 125 when it attempted to increase maximum gross weights and payload for the Challenger business jet *(BA, Sept. 5/73),* last week said it will re-amend its CL-600 flight manual to reduce the aircraft's zero fuel weight from 31,000 pounds to 28,500 pounds. Amendment will insure that the CL-600's payload capacity will be less than 6,000 pounds and the aircraft will continue to be operable under FAR 91.

The idea to increase the aircraft's payload came from Canadair's marketing personnel "who wanted to make the aircraft more versatile," a Canadair spokesman said. Company was not aware that the weight increases would force operators to comply with Part 125 until operators pointed it out to them at a recent maintenance and operations seminar.

In a message last week to Challenger operators, the company said it "has agreed to expediously amend the CL-600-1A11 airplane flight manual to reduce the maximum zero fuel weight from 31,000 pounds to 28,500 pounds. The FAA will be requested to similarly revise the CL-600 type certificate data sheet A21EA. This reduction in maximum zero fuel weight will ensure that all CL-600-1A11 aircraft completed to date will have a payload capacity of less than 6,000 pounds, thus permitting continued operation under the rules of FAR Part 91. Pending the formal issue of the proposed airplane flight manual revision, operators are advised to immediately transmit a telex request for an interim deviation authority from Part 125."

IAI ROLLS OUT NEW ASTRA BUSINESS JET IN ISRAEL

Israel Aircraft Industries rolled out its new Astra business jet this month in Israel and officials of IAI's North American distributor, Atlantic Aviation, told *BA* they hope to have 25-30 firm orders by yearend *(see photos on the back of Pages 82 and 83).* The aircraft, 40 inches longer than IAI's Westwind II, is designed to operate at speeds of .8 Mach at a range of more than 2,500 nautical miles, or up to 3,500 nm at

(Continued on the following page)

PUBLISHED BY THE BUSINESS PUBLICATIONS DIVISION OF ZIFF-DAVIS PUBLISHING CO. SUBSCRIPTIONS: ONE YEAR $190. SIX MONTHS $115.

BUSINESS/PERSONAL AIRCRAFT INDUSTRY — AUGUST UNIT SHIPMENTS

		August 83	Cal. Year	Fisc.† Year
BEECH AIRCRAFT CORP.				
• Single-Engine				
BE-77	Skipper	1	4	6
BE-C23	Sundowner	0	12	16
BE-C24R	Sierra	0	3	9
BE-F33A	Bonanza	3	13	18
BE-V35B	Bonanza	0	4	5
BE-A36	Bonanza	8	42	55
BE-B36TC	Bonanza	8	42	51
• Multi-Engine				
BE-B55	Baron	2	13	13
BE-E55	Baron	0	4	7
BE-58	Baron	4	23	33
BE-58TC	Baron	0	2	2
BE-58P	Baron	0	8	21
BE-76	Duchess	0	8	9
BE-B60	Duke	1	8	9
BE-C99	Airliner	1	10	11
BE-C90-1	King Air	0	13	21
BE-F90-1	King Air	1	7	12
BE-B100	King Air	1	3	4
BE-200	Super King Air	5	45	63
BE-200C	Super King Air	2	11	11
BE-200T	Super King Air	1	1	2
TOTAL		38	276	378
Manufacturers net billing - $22,430,036				
BRITISH AEROSPACE				
• Multi-Engine				
BAe	Jetstream 31	2	13	16
HS-748		0	6	7
BAe 146-100		0	3	3
BAe 146-200		0	1	1
HS-125-700	Model A	3	4	8
HS-125-700	Model B	2	9	12
TOTAL		7	36	47
PILATUS BRITTEN-NORMAN LTD.				
• Multi-Engine				
BN-2	Islander	0	5	10
BN-2T	Islander	0	2	3
Mark III	Trislander	0	1	1
TOTAL		0	8	14
CESSNA AIRCRAFT CO.				
• Single-Engine				
CE-152		30	147	190
CE-A152	Aerobat	2	5	7
CE-172	Skyhawk	24	153	198
CE-172	Cutlass	4	14	14
CE-172RG	Cutlass	5	31	49
CE-182	Skylane	5	57	87
CE-122	Turbo Skylane	4	12	15
CE-182RG	Skylane RG	1	17	24
CE-182RG	Turbo Skylane RG	3	13	20
CE-185	Skywagon	3	18	26
CE-U206	Stationair 6	2	52	65
CE-TU206	Turbo Stationair 6	4	46	61
CE-208	Stationair 8	0	7	10
CE-TU208	Turbo Stationair 8	2	5	5
CE-210	Centurion	4	15	23
CE-T210	Turbo Centurion	9	35	51
CE-P210	Pressurized Centurion	1	16	22
CE-188	AgHusky	0	14	19
CE-188	AgTruck	4	18	2[illegible]
• Multi-Engine				
CE-303	Crusader	9	45	63
CE-335		0	1	1
CE-340		3	20	24
CE-402		0	10	14
CE-404	Titan	0	0	2
CE-414	Chancellor	1	9	14
CE-421	Golden Eagle	4	15	20
CE-425	Conquest I	3	26	39
CE-441	Conquest II	2	12	19
CE-500	Citation I	1	8	18
CE-550	Citation II	2	19	41
CE-650	Citation III	2	8	8

		August 83	Cal. Year	Fisc.† Year
CESSNA/REIMS AVIATION				
• Single-Engine				
CE-F152		2	10	16
CE-F152	Aerobat	0	0	1
CE-F172	Skyhawk	3	8	15
CE-FR172	Hawk XP	0	0	0
CE-F182	Skylane	0	0	0
CE-F182RG	Skylane RG	0	0	0
TOTAL		139	866	1,204
Manufacturers net billing - $34,276,809				
AVIONS-MARCEL DASSAULT				
• Multi-Engine				
AD-My.10	Falcon	0	1	3
AD-My.20	Falcon	1	3	4
AD-My.200	Falcon	2	6	6
AD-My.50	Falcon	2	12	30
TOTAL		5	22	43
DEHAVILLAND AIRCRAFT OF CANADA				
• Multi-Engine				
DHC-5		0	0	2
DHC-6		0	6	7
DHC-7		0	3	8
TOTAL		0	9	17
EMBRAER				
• Single-Engine				
EMB-200		0	0	0
EMB-201	Ipanema	1	8	12
EMB-710	Carioca (PA-28-235 Dakota)	0	2	2
EMB-711	Corisco (PA-28RT-201 Arrow)	0	2	2
EMB-712	Tupi (PA-28-181 Archer II)	1	2	2
EMB-720	Minuano (PA-32-310 Saratoga)	0	1	2
EMB-721	Sertanejo(PA-32R-301 Saratoga)	0	2	4
• Multi-Engine				
EMB-110	Bandeirante	4	9	16
EMB-121	Xingu	0	1	4
EMB-810D	Seneca II	1	25	41
EMB-820	Chieftain	0	1	1
TOTAL		7	53	86
FAIRCHILD AIRCRAFT CORP.				
• Multi-Engine				
Metro IIA		0	0	2
Metro III		1	9	21
Merlin III-C		0	0	0
Merlin IV-C		0	0	5
TOTAL		1	9	28
GATES-LEARJET				
• Multi-Engine				
LR-25D		2	5	8
LR-35A		0	2	11
LR-36A		0	2	2
LR-55		0	12	28
TOTAL		2	21	49
GULFSTREAM AEROSPACE				
• Single-Engine				
GR-164	Agcat	0	0	1
• Multi-Engine				
G-47	Cougar	0	0	0
GR-1159A	Gulfstream III	3	20	34
AE-840	Turbo Commander	0	5	7
AE-900	Commander 900	2	6	10
AE-980		0	0	1
AE-1000		2	7	16
TOTAL		7	38	69
Manufacturers net billing - $39,723,000				
(Exports: 1 GR-1159A to Venezuela and Algeria 1 AE-1000 to Australia)				
ISRAEL AIRCRAFT INDUSTRIES				
• Multi-Engine				
1124	Westwind	0	5	5
TOTAL		0	5	5

		August 83	Cal. Year	Fisc.† Year
LAKE AIRCRAFT				
• Single-Engine				
LA-4-200EP		1	15	23
LA-250	Renegade	1	1	1
TOTAL		2	16	24
Manufacturers net billing - $279,187				
MAULE AIRCRAFT				
• Single-Engine				
M-5-180C		0	1	3
M-5-200		0	0	1
M-5-235C	Lunar Rocket	1	4	5
M-6-235		1	25	30
TOTAL		2	30	39
Manufacturers net billing - $119,759				
MITSUBISHI				
• Multi-Engine				
Solitaire		0	0	0
Marquise		0	4	13
Diamond		3	19	32
TOTAL		3	23	45
(Exports: 1 Diamond to Canada)				
MOONEY AIRCRAFT CORP.				
• Single-Engine				
M-20J	201	6	54	74
M-20K	231	5	36	67
TOTAL		11	90	141
PIPER AIRCRAFT CORP.				
• Single-Engine				
PA-18-150	Super Cub	0	0	33
PA-38-112	Tomahawk	2	10	17
PA-28-161	Warrior	8	89	118
PA-28-181	Archer II	1	61	90
PA-28-236	Dakota	2	18	25
PA-28RT-201	Arrow IV	0	0	4
PA-28RT-201T	Turbo Arrow IV	11	36	54
PA-32-301	Saratoga	1	17	28
PA-32-301T	Turbo Saratoga	1	6	8
PA-32R-301	Saratoga SP	0	17	26
PA-32R-301T	Turbo Saratoga SP	1	26	36
PA-36-375	Pawnee Brave	0	10	42

		August 83	Cal. Year	Fisc.† Year
• Multi-Engine				
PA-23-250	Aztec	0	0	0
PA-31-310	Navajo	0	2	4
PA-31-325	Navajo C/R	0	8	11
PA-31-350	Chieftain	4	25	38
PA-31P-350	Mojave	4	10	10
PA-31T-501T	Cheyenne I	0	1	1
PA-31T-501T	Cheyenne IA	0	3	8
PA-31T-620	Cheyenne II	0	6	8
PA-31T2-620	Cheyenne II XL	0	5	8
PA-42-720	Cheyenne III	2	5	12
PA-42-720	Cheyenne IIIA	1	2	2
PA-34-220T	Seneca III	4	52	81
PA-44-180	Seminole	0	15	15
PA-44-180T	Turbo Seminole	0	0	1
PA-600A	Aerostar	0	0	0
PA-601B	Aerostar	0	1	1
PA-601P	Aerostar	0	1	1
PA-602P	Aerostar	0	12	16
PA-T1020		0	2	3
PA-T1040		0	3	9
TOTAL		42	443	710
Manufacturers net billing - $10,900,000* *(Figure includes 5 Pillan T-35 aircraft kits delivered to Chile)				
ROCKWELL INTERNATIONAL				
• Multi-Engine				
NA-65	Sabreliner	0	0	0
Model 60		0	1	1
TOTAL		0	1	1
SHORT BROTHERS LTD.				
• Multi-Engine				
SBJ-CS-7	Skyvan	0	1	1
SD-3-30		0	5	5
SD-3-60		4	18	21
TOTAL		4	24	27
	SINGLE-ENGINE	176	1,256	1,811
	MULTI-ENGINE	94	714	1,116
	GRAND-TOTAL	270	1,970	2,927

UNIT SHIPMENTS COMPARATIVE TREND: 18 MANUFACTURERS

	August			Calendar Year to Date			Fiscal Year to Date§		
	1983	1982	1981	1983	1982	1981	1983	1982	1981
Beech	38	22	82	276	389	862	378	667	1,193
British Aerospace	7	3	3	36	20	21	47	30	32
Britten-Norman	0	0	2	8	12	18	14	20	32
Cessna	139	155	514	866	1,643	3,225	1,204	2,569	4,802
Dassault	5	1	10	22	40	57	43	57	49
De Havilland	0	*	*	9	*	*	17	*	*
Embraer	7(5)	16(6)	10(7)	53(18)	137(44)	144(53)	86(32)	185(61)	264(87)
Fairchild	1	0	8	9	29	42	28	65	65
Gates	2	5	11	21	64	81	49	108	119
Gulfstream	7	4	11	38	57	237	69	93	327
Israel	0	*	3	5	18	28	5	27	38
Lake	2	3	4	16	13	40	24	22	56
Maule	2	2	7	30	30	42	39	37	52
Mitsubishi	3	1	2	23	11	25	45	23	36
Mooney	11	12	29	90	127	230	141	199	304
Piper	42	64	175	443	706	1,798	710	1,175	2,422
Rockwell	0	0	4	1	2	33	1	6	42
Short	4	2	3	24	12	11	27	15	16
TOTAL	270	290	878	1,970	3,310	6,894	2,927	5,298	9,849

Parentheses show actual Embraer deliveries, not including aircraft kits.

§ Fiscal year October 1 - September 30.

* Figures not available.

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COMMUTER CARRIERS TRAFFIC
7 Months 1983

	Passengers	% Change	Revenue Passenger Miles	% Change	Available Seat Miles	% Change	Load Factor 1983 %	1982
AeroMech	96,540	-15.0	12,913,894	-17.0	31,512,009	-	41.0	-
Air Illinois	164,618	12.4	24,449,079	10.9	57,281,954	12.8	42.7	43.4
Air Kentucky*	38,323	-	5,605,022	-	13,936,585	-	40.2	41.9
Air North	83,701	-	17,675,148	-	38,063,436	-	46.4	-
Air Virginia	114,297	51.2	21,953,102	64.1	-	-	-	39.4
Atlantic Southeast	188,236	76.8	27,441,648	105.8	72,709,262	107.3	37.7	38.0
Atlantis	37,731	-	6,375,152	-	14,742,702	-	43.2	40.7
BAS Airlines	6,849	34.0	1,040,899	36.6	2,408,056	33.1	43.2	42.1
Bar Harbor	125,855	-	-	-	-	-	-	-
Big Sky	20,836	-32.7	5,116,175	-35.7	15,904,129	-30.0	32.2	-
Cascade	184,607	11.1	39,260,098	19.1	76,611,657	8.6	51.2	46.7
Chaparral	69,680	0.0	13,347,000	1.2	-	-	-	-
Chautauqua	106,287	0.5	-	-	-	-	-	-
Christman Air System	11,763	-20.5	2.294,227	-7.0	7,957,822	7.0	28.8	-
Comair	161,448	32.9	30,851,917	55.8	77,892,703	72.9	39.6	44.0
Command Airways	111,875	10.2	15,483,391	9.6	34,626,330	8.3	44.7	44.2
Crown Airways	95,636	0.0	7,679,908	1.8	17,816,336	-2.4	43.1	41.3
Cumberland Airlines*	14,108	19.0	1,811,500	13.0	-	-	-	-
Direct Air	1,385	13.6	192,515	13.6	758,291	-	25.4	-
Empire Airlines	384,201	25.1	89,456,285	24.8	191,049,970	38.7	46.8	52.1
Golden Pacific	6,341	-	774,533	-	3,137,596	-	24.7	-
Gull Air	47,553	66.3	-	-	-	-	-	-
Henson Aviation	414,249	16.5	56,008,721	20.7	115,752,615	40.3	48.4	56.2
Holiday Airlines	8,559	-	-	-	-	-	61.9	49.2
Inland Empire	55,942	25.4	-	-	-	-	75.3	49.8
Metro Airlines	351,696	-	50,820,071	-	104,915,391	32.6	48.4	-
Mid Pacific	713,246	59.7	88,441,000	88.9	127,790,000	85.4	69.2	67.9
Mid South*	24,438	16.0	3,877,697	24.0	10,030,940		38.7	-
Munz Northern	2,383	-	309,000	-	3,261,000	-	9.5	12.2
PBA	488,255	21.4	58,672,789	26.2	113,351,412	36.6	51.8	56.1
Pacific Express	475,153	114.0	162,809,000	78.0	276,986,000	54.0	58.8	-
Penn. Commuter	223,166	9.9	24,338,637	5.2	42,485,324	5.7	57.3	57.6
Pilgrim Airlines	158,899	20.8	28,913,174	27.5	63,767,021	33.3	45.3	47.4
Pioneer Airlines	48,938	-5.0	13,219,685	-7.0	-	-	-	40.4
Pocono Airlines*	52,245	17.0	6,338,568	24.0	14,448,214	66.0	43.9	58.9
Precision Airlines	69,742	0.0	8,395,276	5.1	22,576,782	4.7	37.2	38.2
Rocky Mountain	231,368	1.2	25,224,364	12.2	68,469,271	20.6	36.8	39.6
Royal Hawaiian	129,183	28.7	10,380,539	25.5	20,076,184	20.6	51.7	49.7
Royale Airlines*	101,604	-6.0	17,153,680	-5.0	43,231,482	18.0	39.7	47.5
Scenic	51,562	-21.0	9,532,086	-19.0	11,537,976	-17.0	82.6	85.7
Scheduled Skyways	129,880	17.2	27,746,000	13.3	58,200,000	12.0	47.7	47.2
Southeast Airlines	1,632	-	237,559	-	1,348,794	-	17.6	-
Suburban Airlines	162,129	6.2	13,743,305	16.0	34,493,028	22.9	39.8	42.2
Sunbird	41,432	-	6,136,724	-	-	-	-	-
Trans Air	14,938	-	2,960,180	-	4,913,695	-	60.2	-
Trans Central	31,570	-	7,912,986	-	27,004,318	-	29.3	-
Valley Airline	2,279	60.4	392,844	70.6	965,631	51.5	40.7	36.1
Wings West	132,538	163.3	-	-	-	-	-	-
Wright Air Lines	139,696	10.9	25,047,000	47.9	65,370,000	49.4	38.3	38.7

* January - June only.

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THE WEEKLY OF

BUSINESS AVIATION

DAVE COLLOGAN/EDITOR
MONICA MOORE/ASSISTANT EDITOR
1156 15th STREET, N.W./WASHINGTON, D.C. 20005
PHONE: (202) 822-4600/TELEX: 89-2447

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KASSEBAUM BILL WOULD BASE AVIATION TAX LEVELS ON SPENDING

Sen. Nancy Kassebaum (R-Kan.), declaring that aviation interests "have been betrayed" by the Reagan Administration's failure to raise FAA spending levels, last week introduced legislation that would reduce aviation user taxes if the Administration does not act to increase spending for critical FAA programs. Kassebaum, chairman of the Senate aviation subcommittee, said the goal of her Aviation Tax Reduction Act of 1983 "is very simple. The government must either spend the money it collects from the aviation community and millions of air travelers or it must reduce the taxes it levies for aviation."

Kassebaum said her bill "would adjust aviation taxes each fiscal year to reflect the appropriated levels of spending for that year, starting with the tax levels currently in effect. If only half the authorized total were appropriated, the tax rates for that year would be half their current rates." She said this would provide an adjustment mechanism to match taxation with spending and would "stop government bureaucrats from playing games with the Aviation Trust Fund by halting the already huge surplus from growing larger."

The legislation introduced last Thursday resulted from a wide difference in the amount of money appropriated for FAA in fiscal 1984 and the amount of money that had been authorized for such programs when the Airport Improvement Program was adopted in 1982 *(BA, July 25/25)*. Kassebaum charged that "the Administration has totally and utterly failed to carry through on the promises that it made during the formulation and enactment of the AIP legislation. The aviation taxes, significantly increased last year, are once again simply flowing into the Airport and Airway Trust Fund and bloating the surplus in that account. Because this money cannot be spent on anything other than aviation, the surplus renders no substantive benefit to anyone. It only allows the Office of Management and Budget to show a deficit number that is artificially low."

A spokesman for Rep. Norman Mineta (D-Calif.), chairman of the House aviation subcommittee, said last Friday that Mineta plans to introduce legislation with a similar purpose in the next week or two. While both the Kassebaum and Mineta bills will probably receive strong support from aviation interests, it is highly unlikely that either measure will be acted upon this year. Congress will probably adjourn for the year by mid-November and the press of other business will not permit time for consideration of the aviation tax reduction proposals before then *(see related story on Page 90)*.

WRIGHT, AEROMECH TO BEGIN OPERATING COMBINED SCHEDULE OCT. 1

Wright Airlines' board of directors was scheduled to meet last Friday to approve the merger of Wright with Aeromech Airlines, one of the last formal steps necessary to complete the merger. Vote by the Wright directors, which followed earlier approval by Aeromech's board, was considered a formality. Last remaining step is approval of the agreement at a special meeting of Wright shareholders in October, but that also is considered to be a formality because the company's directors control 80 percent of the outstanding stock. Plans are already in place for the carriers to begin operating a single, unified schedule on Oct. 1 with a total of 214 daily departures *(see map of points served on the back of Page 90)*.

There had been some consideration of adopting an entirely new name for the merged carrier, but of-

(Continued on the following page)

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REGIONAL AIRLINE ASSOCIATION has published its 1982 annual report on the industry, which includes a listing of RAA members, information on aircraft being operated and a variety of statistical information including a listing of the top 50 commuters and regionals in terms of passengers carried *(see chart on the back of this page)*. The 170-page report is priced at $15 for RAA members and $25 for non-members and is available by writing the association at: 1101 Connecticut Ave., N.W., Washington, D.C. 20036. An RAA spokesman said payment must accompany orders.

* * *

TRACOR AVIATION INC., Santa Barbara, Calif., said it has received a contract valued at over $1 million to retrofit 10 DC-9-51 aircraft with Heath Tecna interior kits as well as new lavatory and galley areas for Muse Air. First aircraft will arrive at Tracor facilities in October, but work on the final five aircraft will not be completed until 1985-1986. Each of the 10 DC-9s will be equipped with 130 passenger seats.

* * *

MARVIN COHEN, former chairman of the Civil Aeronautics Board, has been elected a director and corporate general counsel of Pacific Express Holding Inc., parent company of Pacific Express. Cohen, who was CAB chairman from 1978-1981, has served as corporate secretary for Pacific Express since December 1981. He is a partner in the Washington office of the law firm of Stroock, Stroock and Lavan.

* * *

NATIONAL COMMUTER AIRLINES, operating since April 1982 out of Miami as an Air Florida commuter, is dropping its link with the larger carrier after reaching an impasse on a new contract. Lawrence Howell, director of planning for National, said the carrier will reorganize and begin a new marketing program under its own identity to serve intrastate markets. NCA, using nine 26-passenger Nords, was operating about 400 flights a week and carrying about 17,000 passengers a month for Air Florida. Howell said the airline will "start up by serving Key West, Sarasota, Tampa, Orlando, Jacksonville, West Palm Beach and Fort Lauderdale from our Miami base."

* * *

SAAB-FAIRCHILD 340 airliner will be equipped with Goodyear carbon disk brakes, the first commuter aircraft with U.S. ties that will employ the new technology, Goodyear Aerospace Corp. said. Most late model U.S. military aircraft use the disks in their brakes because of carbon's light weight and long life, the company said. The brakes for the 340 will weigh 139 pounds, some 72 pounds less than conventional brake disks, Goodyear said.

* * *

AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES and the University of Oklahoma are sponsoring the National Airports Conference next month in Norman, Okla. Theme of the conference, which is scheduled for Oct. 2-5, is "Professional Growth Through Learning." Topics at the meeting will include airport emergency planning, marketing airline service, rate-making and terminal energy management. For more information contact AAAE at (202) 331-8994.

* * *

SILVER INSTRUMENTS INC., Oakland, Calif., said it has received an amendment from FAA to add the Hughes 500E helicopter to the Fuelton STC for the 500C and 500D.

* * *

FLIGHT SAFETY FOUNDATION will hold its 37th annual International Air Safety Seminar Oct. 29-Nov. 1, 1984 at the Hotel International in Zurich, Switzerland. Theme of the seminar is "Human Factors in Managing Aviation" which will be chaired by Capt. Willy Stierli, general manager of flight operation services of host airline Swiss Air Transport Co. Ltd. (Swissair). For more information about the seminar, contact Dagmar Witherspoon at: FSF, 5510 Columbia Pike, Arlington, Va. 22204, telephone (703) 820-2777.

* * *

GATEWAY AVIATION d/b/a The Flight Department Inc., Philadelphia, Pa., has named Phil Greco president. Gateway is an aircraft management and charter broker firm based at Philadelphia International Airport.

TOP 50 PASSENGER REGIONAL CARRIERS 1982

Carrier	Passengers
1. Mid Pacific	822,000
2. Britt Airways	796,538
3. PBA (Provincetown Boston & Naples Airlines)	727,716
4. Air Wisconsin	723,924
5. Metro Airlines	697,563
6. Golden West Airlines	689,290
7. Henson Aviation	651,000
8. PRINAIR (Puerto Rico International Airlines)	620,000
9. Ransome Airlines	579,531
10. Empire Airlines	562,763
11. MVA (Mississippi Valley Airlines)	511,500
12. Rio	408,447
13. Pennsylvania Airlines	350,835
14. Rocky Mountain Airways	349,008
15. Air Midwest	309,390
16. Cascade Airways	305,402
17. Aspen Airways	277,713
18. Suburban Airlines	271,139
19. Bar Harbor Airlines	270,059
20. Imperial Airlines	265,963
21. Horizon Airlines	254,586
22. Air Illinois	251,582
23. Pilgrim	236,210
24. SunAire Line	227,450
25. Comair	220,440
26. Wright Airlines	219,645
27. Royale Airlines	211,167
28. Midstate Airlines	200,188
29. Atlantic Southaast Airlines	197,818
30. Scheduled Skyways	196,103
31. AeroMech	191,165
32. Royal Hawaiian Air Service	188,000
33. Chautauqua Airlines	181,643
34. Command Airways	177,055
35. Crown Airways	165,975
36. Air Virginia	142,012
37. Air North	136,500
38. Southern Jersey Airways	131,420
39. Precision Airlines	125,000
40. Scenic Airlines	121,373
41. Chaparral Airlines	119,248
42. Fischer Brothers Aviation	119,241
43. Skywest Airlines	119,205
44. Alaskan Aeronautical	118,000
45. San Juan Airlines	102,000
46. Wings West Airlines	100,075
47. Inland Empire Airlines	94,332
48. Pocono Airlines	93,763
49. Simmons Airlines	93,306
50. Pacific Coast Airlines	91,013
Top 50 Regional/Commuter	**15,025,000 81%**
All Others	**3,525,000 19%**
TOTAL	**18,550,000 100%**

Source: Regional Airline Association

9/26/83 C9700-3

THE WEEKLY OF
BUSINESS AVIATION

DAVE COLLOGAN/EDITOR
MONICA MOORE/ASSISTANT EDITOR
1156 15th STREET, N.W./WASHINGTON, D.C. 20005
PHONE: (202) 822-4600/TELEX: 89-2447

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LEARJET, BEECH WIN MAJOR AIR FORCE LEASE CONTRACTS

Gates Learjet Corp. and Beech Aircraft Corp. won major contracts from the U.S. Air Force last week to provide replacements for the service's fleet of Rockwell CT-39 (Sabre 40) aircraft. While the $86.6 million award to Beech is a continuation of that company's lucrative military business, the $175.4 million contract to Learjet represents a major breakthrough for the company in getting its aircraft into the U.S. military fleet *(see related item on Page 101)*.

Under the firm fixed-price contracts, Learjet will lease 80 Model 35A turbofan aircraft—to be designated C-21A—to the Air Force for an initial period of five years *(see photo on back of Page 98)*. In addition, there is an option for the Air Force to lease 20 additional C-21As. If the Air Force exercises that option, plus options to extend the lease for an additional three years and to purchase the aircraft, the value of the contract could grow to approximately $400 million. Deliveries are scheduled to begin in April 1984 at a rate of four aircraft per month.

Contact provides for Learjet personnel to provide maintenance and logistics support for the aircraft and also includes training for three Air Force pilots per aircraft. All training will be conducted at Learjet headquarters in Tucson in cooperation with FlightSafety International. Pilots will receive one week each of ground and simulator training before beginning actual flight training leading to issuance of a Learjet type rating.

Variety of Configurations Possible

All 80 aircraft will be basically off-the-shelf models with some minor modifications. A forward passenger window will be eliminated to reduce weight, the standard beverage service unit will be eliminated in favor of a closet and all the planes will be equipped with the wide cabin door offered as an option on commercial aircraft. The Operational Support Aircraft will be used for a variety of missions including passenger transport (seven or eight passengers), medevac, cargo and ferry flights. For that reason all will be equipped with quick-change interiors permitting rapid conversion from one configuration to another. The ferry configuration will include installation of a fuel tank in the cabin that will boost the plane's range to about 2,700 nautical miles. Without that tank, range will be just over 2,100 nm. Maximum payload will be 3,153 pounds, service ceiling will be 45,000 feet and the aircraft will be capable of a high speed cruise of 464 knots or .81 Mach.

Learjet Selected Over Citation Model

Learjet won the competition for the C-21A over Cessna Aircraft which had bid a version of its Citation II. Sources said that Learjet underbid Cessna on the first round of "best and final offers," but in a second round of "best and final" bids, Cessna's price came in just under Learjet. The Air Force said the basis for the award was: operational utility (payload, range, speed); the capability of the manufacturer to provide maintenance and logistics support; and, last, cost and pricing. A Cessna spokesman said the company was disappointed the Citation II was not selected, but said Cessna does not plan to protest the contract award to Learjet. Cessna was selected over Learjet earlier this year for a $159.4 million contract to

(Continued on the following page)

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STATUS OF AIRPORT AND AIRWAY TRUST FUND

July 31, 1983

	Current Month	Fiscal Year to Date
I. BALANCE - BEGINNING OF PERIOD	$ 5,110,212,327.38	$ 3,881,478,472.29
II. RECEIPTS:		
A. Excise Taxes (Transferred from General Fund):		
1. Any liquid fuel other than gasoline	3,000,000.00	56,896,995.00
2. Tires used on aircraft	82,000.00	782,000.00
3. Tubes used on aircraft	9,000.00	92,000.00
4. Gasoline:		
a. Commercial 9 cents tax	262,000.00	1,477,000.00
b. Non-commercial 9 cents tax	2,817,000.00	15,435,851.00
c. Non-commercial 5 cents tax	940,000.00	17,073,154.00
5. Transportation by air, seats, berths, etc.	143,000,000.00	1,457,050,169.00
6. Use of international travel facilities	7,000,000.00	47,645,033.00
7. Transportation of property and cargo	9,000,000.00	81,557,976.00
8. Use of civil aircraft	-0-	-0-
Total Tax Receipts	166,110,000,000.00	1,678,010,178.00
B. Less Reimbursement to General Fund-Refund of Taxes and Estimated Tax Credits:		
1. Commercial aviation gasoline	-0-	-0-
2. Non-commercial gasoline	-0-	-0-
3. Civil aircraft	-0-	127,942.00
4. Any liquid fuel other than gasoline	-0-	112,264.00
5. Gasoline - Retailer's tax	-0-	270.00
6. Airline Ticket Refund	-0-	-0-
7. Gasoline - Manufacturers Tax	-0-	-0-
Total Reimbursement for Tax Refunds.	-0-	240,476.00
Net Tax Receipts	166,110,000.00	1,677,769,702.00
C. Federal Payments	-0-	-0-
D. Transfers from the General Fund	-0-	-0-
E. Interest on Investments	1,113,385.97	519,813,921.51
Net Receipts	167,223,385.97	2,197,583,623.51
III. EXPENDITURES:		
A. Federal Aviation Administration:		
1. Operations	161,999,360.00 1/	437,993,381.17
2. Grants-in-Aid for Airports	38,717,961.21	332,215,593.28
3. Facilities and Equipment	15,634,429.11	196,758,532.52
4. Research, Engineering and Development	4,868,473.50	55,859,184.30
B. Aviation Advisory Commission-Salaries & Expense	-0-	-0-
C. Interest on Refunds of Taxes	-0-	19,915.00
Total Expenditures	221,220,223.82	1,022,846,606.27
IV. BALANCE-END OF PERIOD	5,056,215,489.53	5,056,215,489.53

STATEMENT OF FINANCIAL CONDITION

ASSETS:		
Undisbursed Balances:		
Airport and Airway Trust Fund (20X8103)	$ 205.21	
Operations	152,008,478.75	
Grants-in-Aid for Airports	(30,376,748.72)	
Facilities and Equipment	7,120,740.92	
Research, Engineering and Development	(6,841,186.63)	
Aviation Advisory Commission-Salaries and Expenses	-0-	$ 121,911,489.53
INVESTMENTS:		
U.S. TREASURY CERTIFICATES OF INDEBTEDNESS:		
10-3/4% maturing June 30, 1984	4,934,304,000.00	4,934,304,000.00
Total Assets		5,056,215,489.53
LIABILITIES:		
EQUITY:		
Excess Assets over Liabilities		$ 5,056,215,489.53
Total Liabilities and Equity		5,056,215,489.53

1/ Expenditures incorrectly reported in June. Approximately $152 million will be reported in August for June

Department of Treasury Chart

10/17/83
C9700-3

THE WEEKLY OF BUSINESS AVIATION

DAVE COLLOGAN/EDITOR
MONICA MOORE/ASSISTANT EDITOR
1156 15th STREET, N.W./WASHINGTON, D.C. 20005
PHONE: (202) 822-4600/TELEX: 89-2447

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ACAP ASKS CONGRESS TO INVESTIGATE ALLEGATIONS ABOUT HELMS

Aviation Consumer Action Project wrote to the chairmen of three aviation subcommittees in the House and Senate last week asking them to conduct investigations into allegations about the business practices and financial dealings of FAA Administrator J. Lynn Helms. ACAP, a non-profit group formed by consumer activist Ralph Nader, referred to a lengthy article in the Oct. 7 edition of the *Wall Street Journal.*

The letters were sent by Matthew H. Finucane, ACAP's executive director, to: Rep. Norman Mineta (D-Calif.), chairman of the House aviation subcommittee; Rep. Elliott Levitas (D-Ga.), chairman of the investigations and oversight committee; and, Sen. Nancy Kassebaum, chairman of the Senate aviation subcommittee. He also sent copies to Helms and DOT Secretary Elizabeth Dole. Finucane stated that "the Administrator of the Federal Aviation Administration holds a position of considerable importance to the American public" and said the agency's many functions "require the full-time attention of any Administrator, as well as public confidence in the Administrator's integrity, qualifications and ability to carry out these important tasks. Such confidence is difficult to maintain in light of the as-yet unanswered charges in the Journal article."

There was no immediate reaction to ACAP's letter from Capitol Hill as most members of Congress and many key staffers were out of town for the 10-day Columbus Day recess. White House, DOT and FAA spokesmen have refused to make any comment on the allegations. Initial reaction to the Journal article within the aviation industry was shock, followed by continuing speculation that Helms will either resign or be forced out of his FAA job.

LEAR FAN EXPECTS BASIC CERTIFICATION IN MARCH; RENEGOTIATING ORDERS

Officials of Lear Fan Ltd. say they now anticipate receipt of basic FAA type certification for the Lear Fan 2100 aircraft in March, but it is not clear how many firm orders for the all composite aircraft will be in hand by that time. Walter Boener, director of marketing for the Reno, Nev. company, said Learavia Corp.—which previously owned the rights to the Lear Fan program—had signed contracts for 273 aircraft before a new group of investors formed Lear Fan Holdings Inc. and took over the company late last year *(BA, Nov. 1/137).* Boener said the new owners believe they have no obligation to honor those contracts—some of which specified a purchase price of $850,000—since they were signed before Lear Fan Holdings acquired the company.

Boener said contracts with a purchase price of $1.6 million or higher will be honored, however, and purchasers will receive a $150,000 credit for avionics since the Collins Microline equipment originally specified is no longer available. Persons who had put down deposits for aircraft priced below $1.6 million have the option of either getting back their $50,000 or $75,000 deposits or signing a new contract at the higher price. About 60 deposits have been returned. He said the company has orders for approximately 40 aircraft at the higher price. New orders are not currently being sought, pending completion of certification activities.

Boener said the aircraft, which is powered by twin Pratt & Whitney PT6A-35F engines driving a single pusher propeller, will meet the takeoff requirements specified for a twin-engine aircraft. He said the aircraft's transmission has completed rigorous testing without any significant problems. Flight test aircraft have

(Continued on the following page)

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY – SEPTEMBER UNIT SHIPMENTS

BEECH AIRCRAFT CORP.

		Sept. 83	Cal. Year	Fisc.† Year
● Single-Engine				
BE-77	Skipper	0	4	6
BE-C23	Sundowner	0	12	16
BE-C24R	Sierra	0	3	9
BE-F33A	Bonanza	0	13	18
BE-V35B	Bonanza	0	4	5
BE-A36	Bonanza	7	49	62
BE-B36TC	Bonanza	6	48	57
● Multi-Engine				
BE-B55	Baron	0	13	13
BE-E55	Baron	0	4	7
BE-58	Baron	3	26	36
BE-58TC	Baron	1	3	3
BE-58P	Baron	0	8	21
BE-76	Duchess	0	8	9
BE-860	Duke	0	8	9
BE-C99	Airliner	2	12	13
BE-C90-1	King Air	0	13	21
BE-F90-1	King Air	5	12	17
BE-B100	King Air	1	4	5
BE-200	Super King Air	5	50	68
BE-200C	Super King Air	2	13	13
BE-200T	Super King Air	0	1	2
TOTAL		32	308	410

Manufacturers net billing - $24,242,639

BRITISH AEROSPACE

		Sept. 83	Cal. Year	Fisc.† Year
● Multi-Engine				
BAe	Jetstream 31	2	15	18
HS-748		0	6	7
BAe 146-100		1	4	4
BAe 146-200		1	2	2
HS-125-700	Model A	2	6	10
HS-125-700	Model B	0	9	12
TOTAL		6	42	53

PILATUS BRITTEN-NORMAN LTD.

		Sept. 83	Cal. Year	Fisc.† Year
● Multi-Engine				
BN-2	Islander	2	7	12
BN-2T	Islander	0	2	3
Mark III	Trislander	0	1	1
TOTAL		2	10	16

CESSNA AIRCRAFT CO.

		Sept. 83	Cal. Year	Fisc.† Year
● Single-Engine				
CE-152		11	158	201
CE-A152	Aerobat	2	7	9
CE-172	Skyhawk	38	191	236
CE-172	Cutlass	4	18	18
CE-172RG	Cutlass	13	44	62
CE-182	Skylane	8	65	95
CE-122	Turbo Skylane	4	16	19
CE-182RG	Skylane RG	9	26	33
CE-182RG	Turbo Skylane RG	5	18	25
CE-185	Skywagon	2	20	28
CE-U206	Stationair 6	4	56	69
CE-TU206	Turbo Stationair 6	1	47	62
CE-208	Stationair 8	0	6*	9*
CE-TU208	Turbo Stationair 8	0	4*	4*
CE-210	Centurion	4	19	27
CE-T210	Turbo Centurion	8	43	59
CE-P210	Pressurized Centurion	5	21	27
CE-188	AgHusky	3	17	22
CE-188	AgTruck	2	20	25
● Multi-Engine				
CE-303	Crusader	4	49	67
CE-335		0	1	1
CE-340		0	19*	23*
CE-402		6	16	20
CE-404	Titan	0	0	2
CE-414	Chancellor	0	9	14
CE-421	Golden Eagle	11	26	31
CE-425	Conquest I	0	26	39
CE-441	Conquest II	2	14	21
CE-500	Citation I	2	10	20
CE-550	Citation II	3	22	44
CE-650	Citation III	3	11	11

CESSNA/REIMS AVIATION

		Sept. 83	Cal. Year	Fisc.† Year
● Single-Engine				
CE-F152		5	15	21
CE-F152	Aerobat	1	1	2
CE-F172	Skyhawk	10	18	25
CE-FR172	Hawk XP	0	0	0
CE-F182	Skylane	0	0	0
CE-F182RG	Skylane RG	0	0	0
TOTAL		170	1,033	1,371

* Figures reflect aircraft buybacks by Cessna
Manufacturers net billing - $44,986,922

AVIONS-MARCEL DASSAULT

		Sept. 83	Cal. Year	Fisc.† Year
● Multi-Engine				
AD-My.10	Falcon	0	1	3
AD-My.20	Falcon	0	3	4
AD-My.200	Falcon	0	6	6
AD-My.50	Falcon	0	12	30
TOTAL		0	22	43

DEHAVILLAND AIRCRAFT OF CANADA

		Sept. 83	Cal. Year	Fisc.† Year
● Multi-Engine				
DHC-5		0	0	2
DHC-6		0	6	7
DHC-7		0	3	8
TOTAL		0	9	17

EMBRAER

		Sept. 83	Cal. Year	Fisc.† Year
● Single-Engine				
EMB-200		0	0	0
EMB-201	Ipanema	3	11	15
EMB-710	Carioca (PA-28-235 Dakota)	0	2	2
EMB-711	Corisco (PA-28RT-201 Arrow)	0	2	2
EMB-712	Tupi (PA-28-181 Archer II)	0	2	2
EMB-720	Minuano (PA-32-310 Saratoga)	2	3	4
EMB-721	Sertanejo(PA-32R-301 Saratoga)	1	3	5
● Multi-Engine				
EMB-110	Bandeirante	1	10	17
EMB-121	Xingu	0	1	4
EMB-810D	Seneca II	4	29	45
EMB-820	Chieftain	0	1	1
TOTAL		11	64	97

FAIRCHILD AIRCRAFT CORP.

		Sept. 83	Cal. Year	Fisc.† Year
● Multi-Engine				
Metro IIA		0	0	2
Metro III		1	10	22
Merlin III-C		0	0	0
Merlin IV-C		7	7	12
TOTAL		8	17	36

GATES-LEARJET

		Sept. 83	Cal. Year	Fisc.† Year
● Multi-Engine				
LR-25D		0	5	8
LR-35A		2	4	13
LR-36A		0	2	2
LR-55		1	13	29
TOTAL		3	24	52

GULFSTREAM AEROSPACE

		Sept. 83	Cal. Year	Fisc.† Year
● Single-Engine				
GR-164	Agcat	0	0	1
● Multi-Engine				
G-47	Cougar	0	0	0
GR-1159A	Gulfstream III	5	24*	38*
AE-840	Turbo Commander	0	5	7
AE-900	Commander 900	1	7	11
AE-980		0	0	1
AE-1000		3	10	19
TOTAL		9	46	77

* Figures have been reduced to reflect cancellation of one GR-1159A delivery previously reported in June.
Manufacturers net billing - $58,448,000
(Exports: 1 1000 to Denmark and Australia)

ISRAEL AIRCRAFT INDUSTRIES

		Sept. 83	Cal. Year	Fisc.† Year
● Multi-Engine				
1124	Westwind	2	7	7
TOTAL		2	7	7

LAKE AIRCRAFT		Sept. 83	Cal. Year	Fisc.† Year
• Single-Engine				
LA-4-200EP		1	16	24
LA-250	Renegade	1	2	2
TOTAL		2	18	26

Manufacturers net billing - $262,902
(Exports: 1 LA-4-200EP to Canada)

MAULE AIRCRAFT				
• Single-Engine				
M-5-180C		0	1	3
M-5-200		0	0	1
M-5-235C	Lunar Rocket	0	4	5
M-6-235		0	25	30
TOTAL		0	30	39

MITSUBISHI				
• Multi-Engine				
Solitaire		0	0	0
Marquise		1	5	14
Diamond		9	28	41
TOTAL		10	33	55

(Exports: 1 Diamond to Cyprus, Italy, and West Germany
1 Marquise to Denmark)

MOONEY AIRCRAFT CORP.				
• Single-Engine				
M-20J	201	11	65	85
M-20K	231	2	38	69
TOTAL		13	103	154

PIPER AIRCRAFT CORP.		Sept. 83	Cal. Year	Fisc.† Year
• Single-Engine				
PA-18-150	Super Cub	0	0	33
PA-38-112	Tomahawk	0	10	17
PA-28-161	Warrior	0	89	118
PA-28-181	Archer II	1	62	91
PA-28-236	Dakota	2	20	27
PA-28RT-201	Arrow IV	1	1	5
PA-28RT-201T	Turbo Arrow IV	2	38	56
PA-32-301	Saratoga	1	18	29
PA-32-301T	Turbo Saratoga	0	6	8
PA-32R-301	Saratoga SP	0	17	26
PA-32R-301T	Turbo Saratoga SP	4	30	40
PA-36-375	Pawnee Brave	0	10	42
• Multi-Engine				
PA-23-250	Aztec	0	0	0
PA-31-310	Navajo	1	3	5
PA-31-325	Navajo C/R	1	9	12
PA-31-350	Chieftain	1	26	39
PA-31P-350	Mojave	0	10	10
PA-31T-501T	Cheyenne I	1	2	2
PA-31T-501T	Cheyenne IA	1	4	9
PA-31T-620	Cheyenne II	0	6	8
PA-31T2-620	Cheyenne II XL	2	7	10
PA-42-720	Cheyenne III	4	9	16
PA-42-720	Cheyenne IIIA	0	2	2
PA-34-220T	Seneca III	2	54	83
PA-44-180	Seminole	0	15	15
PA-44-180T	Turbo Seminole	1	1	2
PA-600A	Aerostar	0	0	0
PA-601B	Aerostar	0	1	1
PA-601P	Aerostar	0	1	1
PA-602P	Aerostar	0	12	16
PA-T1020		4	6	7
PA-T1040		1	4	10
TOTAL		30	473	740

Manufacturers net billing - $14,077,600*
*(Figure includes 5 Pillan T-35 aircraft kits delivered to Chile)

ROCKWELL INTERNATIONAL				
• Multi-Engine				
NA-65	Sabreliner	0	0	0
Model 60		0	1	1
TOTAL		0	1	1

SHORT BROTHERS LTD.				
• Multi-Engine				
SBJ-CS-7	Skyvan	0	1	1
SD-3-30		0	5	5
SD-3-60		1	19	22
TOTAL		1	25	28

SINGLE-ENGINE	184	1,438	1,993
MULTI-ENGINE	115	827	1,229
GRAND-TOTAL	299	2,265	3,222

UNIT SHIPMENTS COMPARATIVE TREND: 18 MANUFACTURERS

	September			Calendar Year to Date			Fiscal Year to Date †		
	1983	1982	1981	1983	1982	1981	1983	1982	1981
Beech	32	37	102	308	426	964	410	704	1,295
British Aerospace	6	1	3	42	21	24	53	31	35
Britten-Norman	2	*	7	10	*	25	16	*	39
Cessna	170	160	529	1,033	1,808	3,754	1,371	2,374	5,331
Dassault	0	3	8	22	43	65	43	60	87
De Havilland	0	*	*	9	*	*	17	*	*
Embraer	11(4)	11(7)	11(7)	64(22)	148(57)	155(60)	97(36)	196(84)	275(94)
Fairchild	8	1	7	17	30	49	36	66	78
Gates	3	7	13	24	71	94	52	115	132
Gulfstream	9	8	14	46	65	251	77	199	341
Israel	2	*	*	7	18	28	7	27	38
Lake	2	2	3	18	15	43	26	25	59
Maule	0	0	5	30	30	37	39	37	57
Mitsubishi	10	8	6	33	21	31	55	33	42
Mooney	13	10	33	103	137	262	154	209	336
Piper	30	70	228	473	776	2,026	740	1,245	2,650
Rockwell	0	0	4	1	2	38	1	4	47
Short	1	0	1	25	12	12	28	15	17
TOTAL	299	318	974	2,265	3,623	7,858	3,222	5,340	10,859

Parentheses show actual Embraer deliveries, not including aircraft kits.
† Fiscal year October 1 - September 30.
* Figures not available.

11/1/83
C9700-3

THE WEEKLY OF BUSINESS AVIATION

DAVE COLLOGAN/EDITOR
MONICA MOORE/ASSISTANT EDITOR
1156 15th STREET, N.W./WASHINGTON, D.C. 20005
PHONE: (202) 822-4600/TELEX: 89-2447

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FAA CONTROLLERS SAY MORALE AT LOWEST SINCE 1981

Air traffic controllers last Friday told a House subcommittee the post-PATCO strike "gung ho" attitude has been replaced by low morale and that the system itself may be "strained to the point of collapse." Testifying before the House investigations and oversight subcommittee, four controllers from the Los Angeles, Calif. and Leesburg, Va. ATC facilities said they were "tired of working overtime." They also complained about the number of inexperienced controllers and the poor management.

Federal Aviation Administrator J. Lynn Helms disagreed with the controllers' testimony, stating that controller "morale is good." He stressed that the ATC system is safe, but admitted that FAA had human relations problems which are being studied by a new Quality Assurance Division. The division is currently taking a "hard look at the quality of our new controllers" and assessing the quality of ATC operations.

John O'Hara, general counsel to the subcommittee, said he had talked to a number of controllers over the past four months and had "picked up a feeling of frustration." Controllers complain that phones at the Los Angeles ATC facility are "tapped," controller errors are ignored "on a regular basis," a six day work week—while not on the schedule—is expected, morale is at its lowest since 1981, and the controllers are talking about forming a new union. O'Hara said he could have filled the hearing room with controllers who had complaints, except that they all fear retribution.

O'Hara also played a tape recording of an exchange between two air traffic controllers at Los Angeles International who were handling a Western Airlines DC-10 and a military KC-10. The tape indicates that one controller had cleared the Western flight to take off on Runway 24L unaware that the military aircraft was making an approach to the same runway. After a tense conversation between the local and departure controllers, the situation was resolved by ordering the military flight to climb to 3,000 feet altitude while the Western flight was restricted to 1,500 feet.

HELMS SUBMITS RESPONSE TO QUESTIONS RAISED BY DOT

FAA Administrator J. Lynn Helms last Thursday submitted his response to a series of questions from the Transportation Department's deputy general counsel concerning allegations about Helms' personal financial interests. In an Oct. 11 memo to Helms, Rosalind A. Knapp of DOT said a number of allegations in an Oct. 7 *Wall Street Journal* article "raise concern with respect to the three Public Financial Disclosure Reports (SF 278) that you have filed with this office." The seven-page memo asked a detailed series of questions about Helms' financial interests in several companies and sought clarification of a number of areas including loans to and payments by Helms and an associate in amounts ranging from $100,000 to $500,000.

Helms' response to the DOT inquiry was originally due Oct. 24, but DOT officials said he received a two-day extension and finally submitted his response last Thursday. A DOT spokesman indicated Helms' response would be released to the public, but he said DOT officials were still reviewing the information last Friday afternoon. "We are being very careful to review his responses to make sure we don't release things that aren't releaseable," the spokesman said, adding that, "he may have submitted information that is personal and nobody's business."

In addition to the DOT investigation, Sen. Nancy Kassebaum (R-Kan.) has asked the Justice Depart-

(Continued on the following page)

PUBLISHED BY THE BUSINESS PUBLICATIONS DIVISION OF ZIFF-DAVIS PUBLISHING CO. SUBSCRIPTIONS: ONE YEAR $190, SIX MONTHS $115

HELMS' RESPONSE *(Cont.)*

ment to investigate the allegations made in the newspaper report *(BA, Oct. 24/130).* A Kassebaum aide said Friday Justice had still not responded to that request.

FAA PLAN WOULD CLOSE 104 FSS FACILITIES BY END OF 1986 – Federal Aviation Administration has provided some details of its plan to consolidate air traffic facilities including a proposal to close one-third of the nation's flight service stations (FSS) by the end of fiscal 1986 and reduce the total number of FSS facilities from the current 317 to 61 by 1993. Automation equipment to be installed at the remaining "modernized" FSS locations would permit pilots telephone access to computer systems or FSS personnel to obtain weather briefings or to file flight plans.

Testifying last week before a House transportation appropriations subcommittee, FAA Administrator J. Lynn Helms said the automated FSSs would "provide a level of service which is equal to or better than that currently available." He said implementation of the plan, which includes closing ATC towers, consolidating TRACON/ARTCC functions, realigning airway facilities sector offices (AFSOs) and consolidating aviation standards (AVS) field offices *(see chart on the back of this page)*, would result in savings of $250 million by 1993. Approximately 80 percent of those savings would be achieved through personnel reductions, Helms said.

Although few disputed the need to modernize the FSSs, congressmen and aviation groups criticized various aspects of FAA's plan. Congressmen testified before the subcommittee objecting to the proposed FSS closures in their districts. The Aircraft Owners and Pilots Association and the Central Florida General Aviation Association said safety and service would be reduced by closing the FSSs and replacing flight service specialists with "telephones and recordings." Rep. Bob Carr (D-Mich.) speculated that while FAA may reduce its budget with the consolidation plan, some of those costs could be passed on to other federal agencies or state and local governments, many of which are currently offering to build facilities for the modernized FSS units in hopes of attracting federal employes to their communities.

AIRBUSINESS INC. ACQUIRES MONARCH AVIATION – AirBusiness Inc. has acquired Monarch Aviation Inc., a Cessna dealership in Grand Junction, Colo. John Pabst, Monarch's president, and vice presidents Brad Wollen and John Caldwell, will retain their positions, as will all other management personnel. Company name will be changed to Monarch AirBusiness Inc. Monarch recently expanded its sales territory to include Colorado, Wyoming, Utah and New Mexico.

AirBusiness earlier this year acquired Walston AirBusiness, a St. Louis-based Cessna dealership.

EDO WINS CONTRACT FOR STARSHIP I PROTOTYPE WORK – Fiber-Science Division of EDO Corp. has won a contract from Beech Aircraft for development and prototype manufacturing of structures for the new Beech composite construction Starship I aircraft *(BA, Oct. 10/113).* Both companies were reluctant to discuss details of the contract, but it is believed to be worth in excess of $5 million and involves construction of the main wing for the aircraft.

EDO's Fiber-Science Division, based in Salt Lake City, Utah, also had bid on the contract to construct the fuselage of the aircraft, but *BA* learned that contract will go to another Utah firm, Fiber Technology Corp. of Provo. That multi-phase award, valued at several million dollars, covers construction of the fuselage from pressure bulkhead to pressure bulkhead for six aircraft. Beech is expected to handle construction of the nose section of the aircraft itself, while Goldsworthy Engineering of Torrance, Calif. will manufacture the tail cone.

Robert Berrisford, president of EDO's division, said his company will provide "composite manufacturing technology and some prototype hardware for Starship I. In addition, we will be involved in the testing and validation of structural concepts and manufacturing processes for FAA certification."

SUBURBAN AIRLINES REPORTS LOWER PROFITS – Suburban Airlines Inc., Reading, Pa., reported lower profits for the three- and nine-month periods ended Sept. 30. The company reported net income of $285,789 on revenues of $4.7 million for the third quarter, compared to net income of $331,781 on revenues of $4.4 million during the same period last year. Net income for the first nine months of the year totaled $441,554 on revenues of $13.1 million, compared to profits of $796,662 on $12.2 million in revenues in the same period in 1983.

FAA'S PROPOSED OFFICE AND FACILITY CONSOLIDATIONS

Facility Type	Planned Actions Through End FY 1986					Cumulative Cost Effectiveness of Actions Through FY 1983 *	Position Savings
	Close	Reduce	Open	Expand	Total Involved		
FSS	104	---	37	---	141	93.97	78
ATCT	52**	---	---	---	52	128.44	468
TRACON/ARTCC	7	---	---	6	13	4.09	43
AFSO	---	8	2	7	17	11.65	18
AVS	9	7	2	11	29	13.62	23
TOTAL	172	15	41	24	252	251.77	630

* Estimated, in millions of dollars.

** 35 towers are now temporarily closed.

FAA Chart

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COMMUTER CARRIERS TRAFFIC
8 Months 1983

(50)

	Passengers	% Change	Revenue Passenger Miles	% Change	Available Seat Miles	% Change	Load Factor % 1983	1982
AeroMech	111,658	-14.9	13,834,096	-23.3	33,686,451	-	41.1	30.3
Air Illinois	189,879	10.7	28,215,008	10.2	66,104,311	7.4	42.7	41.6
Air Kentucky	51,780	-1.1	6,615,522	-13.3	16,537,285	-9.3	40.0	41.8
Air North	95,756	-	20,221,707	-	44,610,034	-	45.3	30.3
Air Virginia	134,180	51.1	25,886,797	64.1	-	-	30.3	38.3
Atlantic Southeast	225,739	79.6	33,156,554	110.4	88,096,478	113.0	37.6	38.1
Atlantis	53,748	0.1	8,943,670	13.2	21,365,779	11.9	41.9	41.4
B.A.S. Airlines	7,935	35.9	1,197,187	36.9	2,737,630	31.0	43.7	41.9
Bar Harbor	183,172	-0.7	-	-	-	-	30.3	30.3
Big Sky	24,392	-30.3	5,971,598	-33.8	18,152,311	-28.8	32.9	30.3
Cascade	216,222	10.9	46,040,764	18.6	88,679,624	8.9	51.9	47.7
Chaparral	80,516	0.4	15,467,000	2.4	-	-	30.3	30.3
Chautauqua	123,971	1.6	-	-	-	-	30.3	30.3
Christman Air System	13,721	-11.0	2,675,809	-1.0	9,276,856	7.0	28.8	30.3
Comair	190,366	35.1	36,709,242	57.5	92,384,282	69.3	39.7	42.7
Command Airways	132,480	12.9	18,390,335	12.8	41,078,100	10.7	44.8	43.9
Crown Airways	111,052	16.0	8,910,048	18.1	20,585,568	12.8	43.3	41.3
Cumberland Airlines	19,025	21.2	2,411,270	10.8	-	-	30.3	30.3
Direct Air	1,619	15.8	225,041	15.8	872,827	-	25.8	30.3
Dolphin Airways	122,533	104.7	26,652,407	116.9	-	-	30.3	30.3
Empire Airlines	454,419	26.5	105,832,953	26.2	223,426,638	35.9	47.4	51.0
Golden Pacific	7,753	-	945,746	-	3,711,319	-	25.5	30.3
Gull Air	57,661	60.8	-	-	-	-	30.3	30.3
Henson Aviation	481,613	15.0	65,104,368	18.8	134,735,450	35.9	48.3	55.3
*Holiday Airlines	11,165	8.5	-	-	-	-	61.9	51.0
*Inland Empire	55,942	1.3	-	-	-	-	75.3	49.4
Marco Island	23,885	4.2	2,221,305	1.0	-	-	30.3	30.3
Metro Airlines	405,947	-16.6	58,733,783	-8.5	120,497,014	-1.1	48.7	30.3
Mid Pacific	845,827	58.8	104,907,000	87.8	150,401,000	86.2	69.8	69.2
*Munz Northern	2,383	-33.8	309,000	-32.5	3,261,000	-12.8	9.5	12.2
PBA	609,813	20.8	72,546,832	27.6	137,616,569	36.0	52.7	56.2
Pacific Express	577,216	103.0	194,659,000	63.0	325,235,000	45.0	59.9	30.3
Penn. Commuter	260,081	10.4	28,377,549	6.4	49,357,171	6.7	57.5	57.6
Pilgrim Airlines	186,221	20.6	33,981,558	26.3	73,764,447	32.3	46.1	48.3
Pioneer Airlines	56,498	-3.8	15,503,074	-4.7	-	-	30.3	40.2
Precision Airlines	82,213	-2.4	9,849,698	-0.3	26,433,127	4.9	37.3	39.2
*Prinair	348,340	-23.9	35,971,074	-16.3	59,198,503	-19.8	60.8	58.2
*Rocky Mountain	231,368	-10.0	25,224,364	-0.4	68,469,271	4.6	36.8	38.7
Royal Hawaiian	148,648	26.6	11,989,505	23.5	23,163,112	19.4	51.8	50.1
Royale Airlines	137,190	-5.3	23,119,103	-2.9	57,431,627	12.7	40.3	46.7
Scenic	63,433	-24.2	11,670,866	-23.0	14,206,496	-19.7	82.2	85.7
Scheduled Skyways	150,679	16.0	32,191,000	11.8	66,760,000	10.7	48.2	47.7
Southeast Airlines	2,243	-	351,866	-	1,695,454	-	20.8	30.3
Suburban Airlines	187,698	5.9	15,910,874	13.5	39,832,289	18.8	39.9	41.8
Sunbird, Inc.	55,647	-	8,146,890	-	-	-	30.3	30.3
*Trans Air	14,938	-	2,960,180	-	4,913,695	-	60.2	30.3
Trans Central	37,857	-	9,455,259	-	32,949,166	-	28.7	30.3
Valley Airline	2,652	49.9	458,064	57.5	1,111,581	39.8	41.2	36.6
Wings West	161,160	170.2	-	-	-	-	30.3	30.3
Wright Air Lines	160,050	10.6	28,883,000	45.3	76,727,000	47.9	37.6	38.3

* January - July only